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日十初月五年三統宣

HONGKONG, TUESDAY, JUNE 6TB, 1911.

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LEFFERTS KNOX, Esq., Hongkong, Canton, Macao District Manager. and the B. W. TAPE, Esq., Philippines. District Secretary. Alexandra Building.

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Owing to docking arrangements there will be no 8 A.M. steamer to Macao on SATURDAY, the 3rd June, and no 2 P.M. steamer from Macao on the same date.

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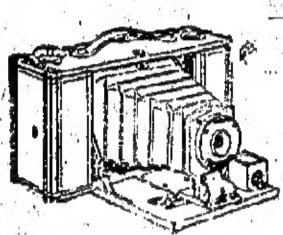


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a747-1

NOTICE.

NI OTICE IS HEREBY GIVEN that Mr. 1 HERBERT STEPHENS has severed his connection with our Firm and that the Authority to Sign per pro. which he has hither to held has been withdrawn as from This Date. DADY BURJOR & Co.

Hongkong, 31st May, 1911.

MANDABIN LESSONS. I CHIN CHAI, 39, Staunton Street, 4 2nd Floor, Teacher to sany Prominent

Men in the Colony. For references apply-Care of P. O. Box 146. Hongkong, 29th May, 1911.

HOTELS

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FINEST HOTEL IN THE FAR EAST.

Recently Refurnished and Redecorated.

Large Airy Public Rooms. Electric Lighting, Lifts and Fans. Suites de Luxe.

Bedrooms with European Bath and Livitory attached. Perfect Sanitation. The new Lounge will Shortly be Completed.
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Electric Passenger Elevator to each floor. Table D'Hôte at separate tables. For Terms, &c., apply to the MANAGER

## GRAND HOTEL

Hongkong, 24th July, 1905.

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A FIRST CLASS AND UP-TO-DATE HOTEL. ENTIRELY UNDER EUROPEAN MANAGEMENT

THIS HOTEL has recently been thoroughly removated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans, Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL BTEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 1st September, 1910.

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CTANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort Fine View of the Harbour. Telephone, No. 690.

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#ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910.

SIEN TING

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TERMS VERY MODERATE Consultation Free.

Hongkong, 21st September, 1905.

The first annual report of the Directors of

Tis. 0.50 per share, Tis. 150,000; to place to

equalization of dividends account, Tls. 400,000;

and to carry forward to next year the balance,

The seport of the Manila Electric Ballroad

and Lighting Corporation for 1910 states that

the result of the operation for the year shows

an increase in gross earnings over the previous

year of \$175,340, or 15.36 per cent., an increase

1.76 per cent., and an increase in the net earn-

parently abnormal increase in the earnings is

largely due to the strike of 1909, which in.

creased the expenses and reduced the gross

earnings of that year. After allowing for this,

the net earnings still show a satisfactory in-

crease. The int rest charges amounted to

\$275,625 and sinking fund requirements called

260,000 from the balance to establish a replace-

surplus for the year of \$344,356. The directors

have declared and paid on the outstanding capi-

tal stock four quarterly dividends of 1 per cent.

over all disbursements and reserves, which has

DEATH OF MISS BARKER.

Miss Barker, who came to the Colony as

deepest regret the sad news of her premature

The funeral will take place at the Happy

Valley Cemetery this afternoon, at 4.30 and a

memoria service will be held in St. John's

THE EASTERN TELEGRAPH CO.

The gross receipts of the Eastern Extension

Australasia and China Telegraph Company for

1909. The working expenses, including £22,607.

for maintenance of cables, absorb £154.300.

against £143,674, leaving £182,676. The net

profit amounts to £164,854, making with

£72,763 brought forward £237,618. The direc-

tors recommend a dividend of 12 per cent., mak-

ing with the interim dividends a total of 5 per

cent. It is also proposed to pay a bonus of 4s. per

share, or 2 per cent., making a total distribution

reserve fund and £27.618 is carried forward.

An agreement has been entered into by the

Imperial Chinese Government with the Eastern

Extension and Great Northern Telegraph Com-

panies for an advance to the Board of Com-

munications of £500,000 at 5 per cent. interest

on account of the moneys payable by the com-

panies to the Imperial Chinese Telegraph

Administration under their existing agreements.

Board of Communications to reorganize, im-

service throughout the Chinese Empire.

Cathedral at 5 p.m.

December 31, 1910, to \$750.124.

in operating expenses and taxes of \$10,589,

amounting to Tls. 140,130.93.

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Correspondents must forward their names addresses with communications addressed to the Elitor, not for publication but as evidence of good faith. All letters for publication should be

written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS

should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address : PRESS Codes: A.B.C. 5th Ed. Incoer. P. O. Boz., 84. Telephone No. 12.

BIRTHS. On May 28th, at Shanghai, the wife of G. H. WRIGHT, of twin daughters. On May 30th, at Peking, the wife of F. A. AGLEN, of B son.

Hongkong Oppion: 10A, Des Vouy Road C LONDON OFFICE: 131, FLEET STREET, EC

HONGKONG, JUNE 6TH, 1911.

Chinese students going to Europe and place at a registry office in England, and America for their education, and the conse- on the admitted fact that the husband had quent likelihood of an increasing number of a wife living in China at the time, it was mixed marriages, a case at Chengtu which clearly a bigamous marriage, and therefore has recently been reported in the papers is null and void. There is nothing in the of more than passing interest, since it reports to show that the parties have been appears to have become a matter of diplo- married according to Chinese law, and in matic negotiation in which a very interesting the absence of such proof we should say point of international law has been raised. the Consul clearly has jurisdiction over the It appears that an engineering student, who woman. In any case it will be interesting to had already been married in China, went to have a decision by the authorities in this England for his education, and during his case, because, as we have said, there is a stay there married his landlady's daughter. likelihood of the number of mixed marriages the year 1910 amounted to £336,975, against Last autumn husband and wife and two increasing new that students are yearly children came out to China travelling third going to Europe and America in everclass. Early this Spring the Englishwoman, increasing numbers. in semi-Chinese dress, was noticed travelling second-class on one of the steamers going up the Yangtsze to Hankow. This being against the rules, the woman was required to occupy a European cabin from Hankow to Ichang. Her husband had gone on previously to Chengtu, and his English wife, who could not speak Chinese, was travelling with an elderly Chinese woman, her mother-in-law, and another woman said to be her husband's first wife. native boat. On arriving at her destination the British Consul interested himself in very reasonable.

the case. The woman's husband, who is to keep a keen lookout for a thief who has been described as a superintendent in an arsenal, very successful in gaining entrance to houses by climbing verandah posts. He has victimised was required by the Chinese authorities to many peo; le, and so far has been successful declare the status of his wives. admitted the double marriage and set up in cluding the police. the justification that, according The members of the Boys' Own Club held their Chinese custom, he married the first wife annual sports meeting on the race course at " for the sake of his uncle who was child-Happy Valley yesterday afternoon. The less, and then later in London he married weather was a triffe warm for outdoor sport, but the second, Mrs. Woo, who is his genuine this did not detract from the keenness of the competitors, or from the enthusiasm of the large wife." As British law recognises no such number of spectators. The long programme of alliances the lady and her children were events was successfully negotiated, and music registered at the Consulate at Chengtu as was provided by the Rajput band during the British subjects. It is not disputed that the alliance was entered upon in good faith by both parties. The woman is stated to Mr. A Fong sends us a large photograph taken on the occasion of the King's Birthday be living with her husband's family in Parade, showing the Band of the K.O.Y.L.I. and "perfect harmony," though as they are not the Baluchi pipers in the centre of the Cricket able to converse, owing to ignorance of each Ground, The photograph was taken from a other's language, we may hesitate to accept point opposite the saluting best at the moment this statement. However, it does not appear from the published report of the case when cheers were being given for the King that the woman desires to leave the man: The large group of spectators to the west of the but a Chinese report says "the Consul has saluting base and the naval detachment lined demanded of the Chinese authorities that up in front of the pavilion are shown in the they shall arrest and hand the woman over photograph. The French Concession at Shanghai is to add to him to be dealt with according to English its quots of merriment to the Coronation Day law, for, in the eye of that law, it is alleged, bigamy was committed." A Chinese contemporary, while disapproving mixed holiday, and the Quai de France (French Bund marriages, claims that international law is to be decorated during the day and illuminated does not sanction the action of the British at night over its whole length, from the Yang-Consul in this case, and declares that there, kingpang to the water-tower. The decorations are to be in every respect similar to those seen is absolutely no right of extradition for on the great French national fête day, June 14. such an offence. WHARTON is quoted as and it is anticipated that the big bongs will also authority for the statement that "extraditake part in the celebrations. To the British tion, where no treaty stipulations exist, lies community, remarks the N.J. Daily News, it is for offences jure gentium, and which are extremely gratifying to note that the celebratherefore punishable alike in the country tions are to be of so wide-spread a character, and granting the arrest and that making the this practical instance of the entente cordinle requisition." It is further pointed out that will be highly appreciated. in the extradition treaties executed by the United States this is clearly expressed, for it is provided that the surrender "shall only the Cathey Trust, Ltd., Shanghai, has now been issued, and it states that after paying all PYERIS-Sparkling be done upon such evidence of criminality expenses and making provision for all bad and doubtful debts the profit amounts to Ti-. 839,703 76. This it is proposed to appropriate the fugitive or person so charged shall be as follows .- Directors' fees, Tls. 7,000; And. found, would justify his apprehension and itors' fees, Tis. 1,500; writing off preliminary commitment for trial, if the crime or offence expenses, Tls. 6,022.83; to pay a dividend of six had been there committed." While bigamy is punishable under Chinese law, there is a per cent on the preference share, equivalent to proviso in the Heing Au Hui Lau to Tls. 0.25 per share. Tis, 135,000; to pay a this effect: "Whereas it frequently dividend of ten per cent. and a bonus of fifty per cent on the ardinary shares, equivalent to happens when a man is heir to two families that he takes two wives with a view to continuing the succession, in ignorance of the law, it is provided that in these cases the parties shall not be compelled to separate, but as no man can have two real wives the status of the one last married will be that of secondary wife." The Chinese view of the case in question therefore is that it falls within the terms of this provision, and the elders of the husband's clan have filed affidavits that the marriage ings of \$164.751, or 37.45 per cent. The aphas their consent and that of the man's family. That being so, the Consul's action is regarded as a violation of international law, and as no law of China has been violated it is not competent for the Chinese authorities to deprive this English wife of Chinese subject of her liberty by arresting for 325,889, and the directors have set aside her and handing her to the British Consul for extradition. It seems scarcely conceivable that any English girl can be happy in such circumstances, and the presumption therefore is that the Consul has taken action not only from a sense of duty in the matter but by the woman's wish. Even if we believe the Chinese version that the woman is living in "perfect harmony" with her Chinese husband (who has left her for some time in the care of his family), it seems to us that the Chinese argument on the law of the case fails because the Chinese law surely takes cognisance only of marriages performed according to Chinese law and WITH the ever-increasing number of custom. In this case the marriage took

> A Chinese telegram reports the failure of eight small banks in Peking.

It is stated that the American Minister to Chins, Hon. W. J. Calhoun, with Mrs. Calhoun, expects to go to the United States for a short furlough immediately after the arrival of the new First Secretary of Legation, who will become Charge d'Affaires.

The rice crop in Szechuan promises this year to be unusually abundant, and the rice merchants are exporting their old stores to Shasi. Over a From Ichang to Chengtu they travelled by hundred boats are reported to have arrived there with large cargoes, and the price of rice is now

#### ELEGRAMS. Residents of Wonchai would be well advised

[Protected by the Tolegraph Message Dopyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.] WARSHIPS FOR JAPAN.

T. KYO, June 5th.

The Government announces the laying down, at Yokosuka, of two armoured cruisers, sister ships to those building in England, the four forming a most nowerful squadron.

[BEUTER'S SERVICE TO THE "HONGKONG DAILY PRESS "]

PRESIDENT TAFT ON CANADIAN RECIPROCITY.

LONDON, June 5th. President Taft, speaking at Chicago, said the actual operation of reciprocity with Canada would be beneficial to both countries that the be only remembered as exaggerated instances of a perverted imagination.

President Taft said he hoped that the Reciprocity question would be brought up in the Senate during the coming week. He was very hopeful that the proposal would pass.

EXCESSIVE HEAT IN GREAT BRITAIN.

London, June 5th. Numbers of sudden deaths due to heat are reported from all parts of Great Britain.

SPAIN AND MOROCCO.

LONDON, June 5th.

The Spanish Government has dispatched a cruiser and a transport 16 couples were dancing. The ball kept a rollcarrying two hundred men of the Colonial Infantry to Larache in view of threatened disturbances.

THE KING'S LETTER TO THE NATION.

We have received from Messrs. Raphael Tuck & Sons, Ltd., an advance copy, original size for framing, of the fac-simile of His Majesty's letter to the nation, published by the King's command, and which is now ready for issue to

It is an artistic souvenir, the emblematic border being designed by Sir Lawrence Alma Tadems, O.M., R.A., the original of which is exhibited in this year's Royal Academy. His Majesty has been graciously pleased to express his satisfaction with the various forms in which the letter is being i sued, and considers the reproductions very effective and in good taste, The whole of the proceeds of the sale of this fac-aimile autograph letter in every form will be allotted to an institution to be selected by His ment and renewal fund, leaving an available Majesty. The fac-simile is produced in eight different forms ranging in price from 1s. to

A MURDEN MEMORIAL

each, aggregating \$200,000, leaving \$144,356 The following letter has appeared in The

Times:-

been transferred to surplus account, an increase Sir,-I venture through your columns to make an appeal for support for a deserving object in over the previous year of \$103,332, bringing the this far distant part of the world. For more with hard labour, total surplus account, with reserves, up to than 20 years the excellent work done by the Protestant mission hospitals in Manchuria has been gratefully recognized by the provincial authorities: the singular courage and devotion displayed by the medical missionaries during the recent plague spi emic have added new We regret to record that Miss Barker, honour to the name of our countrymen. As I duty. write, there is being built in Mukden a medical matron of the Government Civil Hospital, who has been lying seriously ill since Thursday or college in connection with the various missions in Manchuris for the training of Chinese Friday last, succumbed yesterday afternoon, doctors, the need for whom was pressingly brought home during the recent epidemio. Sufficient funds for the building have already Nursing Sister in 1894, was appointed matron been subscribed, chiefly in Scotland, and both in 1899, and during her residence in the Colony the former and the present Viceroys have conhas made many friends who will learn with the tributed largely to the foundation.

Your readers will remember that recently Dr. Arthur Jackson, after a brilliant academic career at Cambridge, accepted an appointment in the projected college. When the plague reached Mukden, Dr. Jackson volunteered for service with the local authorities. He was placed in charge of the Chinese railway station, the chief danger spot, his duties being to prevent the spread of the plague westwards by rail and to restrain infected coolies from the north from entering the city of Mukden. In the face of great peril Dr. Jackson bravely carried out the task entrusted to him, and in the perform-£315,035 for the corresponding half-year of snce of his duty sacrificed his life. Rarely has any death so deeply impressed the Chinese. At the memorial service the Vicercy Hsi-liang paid a noble tribute to Dr. Jackson's devotion.

adding these words :-"Dr. Jackson's aim was to spread Western medical knowledge and to convey new blessings to the Eastern peoples. In the pursuit of his ideal he was cut off long ere his prime." To perpetuate the memory of this sacrifice it

is now proposed to endow a medical chair—the £75,000 has been transferred to the general Jackson Memorial Chair in connection with The grant of ten thousand dollars made to the family of Dr. Jackson from the Provincial Treasury has been placed by his mother at the disposal of the college. It is believed that many others, if they only knew, would be glad to contribute to this memorial to our brave fellowcountryman. Subscriptions may be sent to the undersigned, or to Dr. Dugald Christie, Mukden Hospital - I am, &c.,

The advance has been obtained to anable the ROBERT WILLIE. Acting British Consul-General. prove, and develop the telegraph and telephone Mukden, April 5th.

FOOCHOW NEWS.

Mr. S. L. Gracey, the doy on of the Consular Body, is indisposed.

Empire Day, though not marked by entertainment, was loyally observed here. happened to be the day when merchants were busily engaged looking at musters of the new teas, but in all British homes, at the Club. and indeed wherever Britishers met, the day was not forgotten.

The Chinese officials made a big discovery of gunpowder in a joss-house near the British Consulate. It is thought that a bomb factory was being started. However, the priests and the guapowder were safely transferred to the city.

Episcopal Church on May 22nd when Mr. P. von Tanner, Commissioner of Customs, was married to Miss Williamowsky. The bride was given away by Mr. Beltchenko the Russian Consul. The Rev. W. Pakenham-Walsh officiated and read questions to the bride in German. service was fully choral, and at the close sang the beautiful anthem from " Elijah," "If with all your hearts ye traly seek me." This was most impressive, for dimensions are:-Length, 36) ft.; breadth, 44 Mr. Odell was in splendid voice, and the accom- ft. 2 in.; and depth, 26 ft, 9 in. paniment by Miss Duloio Wright was very well Council has decided that the day will be a public arguments against its adoption would rendered. While the register was being duly which must have touched the hearts of the happy couple, both of whom are Russian. They left the Church to the strains Wedding March by Mendelsschn. chief bridesmaid was Miss Siemssen, and the four little bridesmaids were Miss Olga Beltchenko, Miss Bos, Miss Staeger and Miss Agnes Siemssen. Mr. Werner, the British Consul, was "best man." After the Church ceremony the guests wended their way to the Bussian Consulate, where Mr. and Mrs.

Beltchenko had prepared a sumptuous repast.

"A short life but a gay one." was the appropriate motto on the gramme of the ball given by the Bachelors of Foochow at the Club on Thursday last (May 25th). It was a bold venture, but proved a completely successful one. Fortunately it was fairly cool and a fine evening, which made it possible to enjoy the open verandah between the dances. The ball-room was beautifully decorated. Mr. Siemssen very kindly lent a number of his choicest plants for the occasion. Shortly after 9 o'clock the ball opened with an "Extra" and very soon as many as 14 and ing in full swing until 2 a.m., and what added immense pleasure to all was the excellent music. Mrs. Greig most kindly played for the first six dances, and her dance music is always most inspiriting. Madame Doire and Mrs. Collins also assisted the bachelors to make the evening a. success by presiding at the piano occasionally

AT THE MAGISTRACY.

Mr. Wood sentenced a Chinese to six months' imprisonment with hard labour yesterday for returning from banishment.

by Mr. Hazeland for dredging for coal in the a system of fast steamships in conjunction with harbour, and for refusing to stop when called the Blacksod Bay scheme. It is also said that upon to do so by the police.

For failing to carry regulation lights on their craft between squrise and supset Mr. Hazeland vesterday fined the masters of two sampans \$7

A coolie was charged before Mr. Hazeland yes. terday with stealing fourteen bags of rice from the a.s. Lock Sun. The defendant was remanded until to-day.

For stealing a quantity of wood from Mi Austin Barracks Mr. Hazeland yesterday sentenced a coolie to three weeks' imprisonment

Yesterday Mr. Hazeland fined an American blue jacket 82 for behaving in a disorderly manner and \$5 for assaulting Assistant Lance-Sergeant Pincott while in the execution of his

A German bluejacket was charged before Mr. Wood yesterday with assaulting a ricaha coolie in Queen's Road Central. The complainant being in hospital, where he is expected to remain for a month, the case against the defendant was adjourned for a week, bail being allowed in the sum of \$25.

A Chinese from Cheung Lung village was charged before Mr. Wood yesterday with dumping a three-months old child in Typhoon Street, Shaukiwan. The case was adjourned entirely new in the vid Suez trade, but which until to-day to enable the police to ascertain the cause of death.

On Sunday night two Chinese detectives on duty at Wanchai observed a coolie sneaking a stairway in a suspicious manner. They lay in wait for him, and ou his entering the street he was arrested. A jacket was found under his coat, and at the top of the stairs one of the detectives found a box of clothing. The thief was charged before Mr. Hazeland yesterday, and sentenced to six weeks' imprisonment and four hours stocks.

The rent collector is generally a man who is treated with scant respect, and an instance of this fact was brought to light before Mr. Hazeland yesterday, when a tenant was charged with assault. The latter was removing his goods and chattels from a house at Shaukiwan, which he had occupied for some months, when the collector called. The engine for providing the ship with electricity, remove his goods until he had paid arrears rent said to be due. Without remark he went into the kitchen, returned with a chopper and attacked the collector, who fortunately escaped cerious injury: His Worship sentenced defendant to three weeks imprisonment with hard labour.

#### SHIPPING NOTES.

Capt. O. A. Cowin, R.N.R., who for nearly 10 Lycers was in the service of the N.Y.K., the greater part of which as chief officer, recently severed his connection with the above-named company to assume command of the Koju Maru (late Harford), 8,050 tons, now in port. Capt. Cowin, who is an old Worcester boy, was held in high esteem by his late employers, and proved an exceedingly popular chief officer on the company's European liners.

The British steamer Indrapura; belonging to the Indra Line, for which Mesers. Jardine, Matheson & Co. are the local agents, has been sold to a Japanese firm, and has been delivered A pretty wedding took place at the British to the buyers. The steamer is of 4,899 gross tons, and was built in 1897 by Messrs. Connell &

> The London steamer Bucentaur, of 3,593 tons gross, and 2,283 tons net register, belonging to the Bucknall Stenmship Line, Limited, has been sold to Japanese buyers for about £15,000, with delivery in the Far East. She was built on the Clyde in 1893. Her

It is authoritatively reported by the Kobe Herald that the Osaka Shosen Kalshi have purchased the T. K. K. liner America-mara and that the intention is to place this fine vessel on the Kobe-Formosa run. Passenger traffic The between these two points has greatly increased during recent months. The America maru was built thirteen years ago. She is 5,307 gross tonnage, 3,460 net, with 11,000 tons displacement and can steam 18 knots on hour. The vessel has a library, reception halls, a special promenade dock, and all the modern conveniences with accommodation for 100 cabin passengers.

> Part of the fairway at the entrance to the port of Port Arthur, and taking up about a third, and the southernmost portion of the narrows, was to be dredged by the Harbour Depart ment of the Ryojun Naval Station for about a month beginning with 17th May. The dredger at work in this water area is instructed to get out of the way of any incoming or outgoing

The Liverpool steamer Ching Wo, of 3,888 tons gross, and 2,517 tons net register, owned by the China Mutual Steam Navigation Company, Limited, managed by Messrs. A. Holt & Company, Liverpool, has been sold to Japanese bayers with delivery in the Far East. Her dimensions are :- Length, 370ft; breadth, 45 ft. 8 in ; depth, 27 ft. She was built and engined at Beliast in 1894. She is licensed by the Board of Trade for carrying passengers.

It is stated at Montred, says The Times correspondent there, that the mail contract for the Atlantic end of the Liverpool-Hongkong route, which has hitherto been held by the Canadian Pacific Railway Company, has been awarded to the Inter-Colonial and Canadian The mistress of a fishing boat was fined \$25 | Northern Railway Companies, who are planning the subsidy has been increased, that the British Government is interesting itself in the contract, and that the head office will be at Montreal. Sir Thomas Troubridge is identified with the

> The trade of the Messageries Maritimes between Europe and the Far East has increased of late years to such an extent that the company has found it necessary to put more and larger vessels on the run. The latest of these will be the monster steamer Paul Lecut, which was launched from the La Ciotat yards of her owners on the 19th ult. Of the new vessel, which will be one of the most luxurious liners in the Far Eastern trade, the following details, which will prove of interest to the travelling publicindicate that she will mark an entirely new spoch in travelling in Far Eastern waters:-The new vessel will be fitted throughout in a manner never hitherto attempted in the Far Eastern trade, and her large size and high speed will undoubtedly secure for her owners a considerably increased share in the passenger carrying traffic. A speed of 8 knots is, it is understood, expected from the vessel on her trials, and her tonnage will be 16,829 tons, so that she will be one of the largest and swiftest liners in the trade. Her first-class passenger accommodation will include many features have recently been adopted in the express Atlantic liners. These include electric passenger elevator and a verandah café on the seventh deck. This deck contains 67 singleberth state rooms. The rest of the first-class passenger accommodation will consist of twoberth state-rooms, equipped in a menner which constitutes them one of the features of the vessel. Their appointments will be on a most luxurious scale, each cabin containing, in addition to the usual fittings, a handsome bureau and other equipments for obviating the constant use of the public rooms of the yessel. The following is a brief description of her size. speed, tonnage, etc :--

Length, 635 feet; Breadth, 63 feet; Depth. 70 feet; Seven decks; Tonnage 16,820 tons; Twin screw steamer, 11,000 H.H. plus a special tenant was told that he would not be allowed to | 600 H.P.; Speed 18 knots; passengers, 500-1st class 67 single-berth cabins, then two berths cabines de luxe, all the other first class cabins have not more than two berthe; 2nd and 3rd class, 255 passengers. Twelvedining-rooms and sloons electric lift, wireless telegraphy, etc.

#### INTERPORT CRICKET.

The N.C. Daily News describes the interport meeting as under:

tween Shanghai and Hongkong was opened on . victims. The same occurred again in Hong. the ground of the Shanghai Cricket Club on kong's second innings. It was rather a large May 30th. Play did not begin until afternoon, number to find in the course of one match. but the bowlers had their innings, with the re- Bytiffin time, the conclusion was fairly obvious sult that the whole of the Hongkong side were that Shanghai would win by an innings, for disposed of and seven of the Shanghai wickets five of the Hongkong wickets had fallen for had fallen when stumps were drawn. Hongkong | 42 runs. On the first innings Shanghai were were all out for the small total of 56, and over- 119 to the good, and though Hongkong were night the match stood, Shanghai 146 for seven doing better than on the first day, they could

pavilion, and before play started were photo- was still in and seemed more or less sottled, and graphed on the steps. It was rather interesting later on came Dempsey, who with many a hard to note the composition of the sides. To bit livened up matters. Had an equal amount Shanghai, Hongkong were almost a new side, of support been forthcoming from the others, A. A. Claxton being the only man who had Shanghai would have had to take the field figured against them in interport matches. ngain, but this was not to be. Brand and With Shanghai it was a different matter. Jackson were finally put on to bowl for the for with three exceptions all had played home team, and with Dempsay out l.b.w., proviously. The exceptions were L. H. W. the rest of the side were disposed of at small cost, Crockwell, R. A. Brand, and W.J. Haynes, Brand took his first wicket with a beautiful all new talent to Shanghai. Brand is a member | yorker, and getting rid of de Rome brought the of a well-known sporting family here, and has match to a close at a quarter-past three o'clock. done good work with the ball in the trials, while From the mement he was put on to bowl at the Haynes, the latest acquisition in wicket-keeping | beginning of the match he was always dangerdid similar service for Stafford County on ous, and his bowling hardly received the success three eccasions last season. Then also in the it deserved. Neither Jackson nor Billings had team were a couple of men who had seen service | been as brilliant as usual, and though doing for other ports than Shanghai, G. M. Billings yeoman service at the beginning of the match for Singapore and A.E. Lanning for Hongkong. Rasmussen met with only a moderate amount of Capt. Barrett was skipper of the home team and success. McEnen was undoubtedly the here Mr. A. C. E. Ellborough of Hongkong.

porters, however, were by no means displeased and they disposed of the Shanghai wickets. when they saw their own side go out to field, able to bag a wicket during the few overs he had | notified on the scoring board. the ball. D. R. McEuen who was the third to The match was umpired by Mr. A. R. Lowe, be tried, can only be described as brilliant, and for Hongkong, and Mr. P. F. Lavers, for Shanghe just missed the lat trick, Lieut, Thorp, who hai, while the scorers were Lieut-Col. C. C. had made the best show up to this point, was Wrigley and Mr. H. M. Gorton. caught and bowled by him, then Elborough's wicket fell, and F. Sutton, Cpl. Dempsoy, and A. P. Dashwood-three "ducks "-went down. Until the end of the innings McEuen bowled well and took the rest of the wickets with the exception of the last, which fell to Jackson. The Rov. S. W. Payne was the last | a traveller on one of the Canadian Pacific mail of the side to go, and to him fell the honour of steamers among the pieneers, by the way, in making the top score of the side. His total introducing wireless telegraphy upon vessels criminally negligent in one of his first du ties. was 18-not a brillant achievement-but con- veyaging in the Far East) who is not unnaturstituting the top score as it did it showed how ally enraged at not being able to get into com- early to deal with this important matter, but things had gone. His cricket was fairly free munication with Shanghai, at 200 miles dis- they, as a Party, set their faces strongly against and he put beef behind the strokes whenever a tance. Our contemporary says the answer to interfering in the affairs of the Motherland, loose ball was pitched up. Lient. Thorp had this complaint is that the wireless installation whether local or national, and it might be well shown quite nice form during his brief innings, in at Shanghai has a radius of only 140 for them in Australia if the Motherland good cricket, what there was of it, but not suc- ninety miles range, an explanation is more diffi-As it was the wicket must have been very diffialarming fall of wickets, and then it looked as if that they make quite capable operators. the wicket were rather better than it had been.

out, 11, but then big reputations went by the its implied promise? board. Capt. Barrett went in and settled down. but McEuen, Moule, and Billings failed to break their duck. All three can be relied on generally to make runs. McEuen last season put up several good scores, Moule is almost always safe for a good few, and when Billings hits, he does it to some purpose. But Dempsey, the man who bowls "googleys," sent them down one after the other, so much so that it looked as if a regular rot had setin. Besides Barrett, there remained still to bat R. A. Brand, O. D. Rasmussen. W. H. Jackson, and W. J. Haynes. The last mentioned has no pretensions beyond wicketkeeping, but for this he would always be worth his place in an interport team, Jackson a bowler pure and simple. Brand was chosen on his bowling form and Rasmussen the same. As a bat Brand was an anknown quantity, and though Rasmussen has now and again come off, he has latterly devoted more attention to baseball than cricket, and it was impossible to say what he might do. As a matter of fact what happened was that Brand went in and stopped the rot at a time when for one of its chiefest charms is that it can be Stoddard, R. L. Agassiz, Rene, Lamontague, verified. With reference to the planting of the Shanghai seemed well-nigh finished as far as added to the score, and every two or three balls | bowls in their popularity. he got one away for one or two. Then Barrett fell, smartly stumped, and Rasmussen coming in gave the liveliest exhibition of the afternoon. His first hit was a characteristic baseball swipe to the boundary, and he little barm. After hitting out fiercely he played emed to have knocked the bowlers out of their | five feet in length, goes into a box which a lady length. Brand came away surprisingly well, can carry with ease. and opened out, so that the two materially immust have had quite a good analysis.

The second day's play cannot be described as the peg! brilliant. Though an improvement on the feature of his innings on Wednesday, but be | novice, who nearly always overshoots the mark finished up with a characteristic effort, hitting at first. the ball out of bounds for six. Next moment he succumbed to Taverner, being given out expert-like Mr. A. F. St. Clair Buxton, the leg-before. With his and Brand's dis- well-known West End ophthalmic surgeon, who missal the batting ability of the side has invented the game—can make the Solos Prison, 150 prisoners have been embarked for was finished, and the total realized 175, in which 'perform wenderful evolutions.

Rasmusson's was top score. The number of men for whose dismissal the leg-before rule was responsible is worthy of note. In the first innings Dempsey and de Rome received their quietus in this way, and on the Shanghai side The seventeenth interport cricket match be- Launing, Billings, and Rasmussen were also

scarcely hope to make more than a fair show The opposing sides tiffined together in the against the home side. Nevertheless Clarton among the bowlers on the home side, for in the first The spin of the coin favoured the visiting innings he bagged seven wickets at the expense captain, and it was just a trifle surprising of 12 runs and in the second five for 32, so that that he elected to take first lease of he had altogether twelve for 44, an average of the wickets. It was likely to be a tricky 3.66. In the opening games of the season be and the decision to go in first had not shown his previous year's brilliance, was doubtless prompted by the feeling that as | and it was all the more gratifying that he came the afternoon were on the turf would cut up and off tso well during the match. On the other be worse for the batamen. The Shanghai sup- side Dempsey's "googleya" were the feature,

On ei her side the wicket-keeping was good, and the events of the first few overs showed that | and Shanghai may congratulate itself on having it was to be none too easy a task for the batsmen | secured so good a man as Haynes. Bent to knock up runs. Bowling at the south and almost double behing the wickets he took all Rasmussen had the assistance of the wind, and | the bills with wonderful coolness, and wherever his fast balls proved of great service, for he | there was a chance of stumping he was ready. opened with a couple of maidens and then bag- In the first innings he was about as perfect as ged two wickets. R. A. Brand had opened possible, and although in the second he was at the trundling at the other end, but while times somewhat slack, his display was also good. he was difficult to play, the batsmen were Claxton kept wickets for Hongkong, and was able to make a run off him here and likewise very nippy. He stumped both Barrett there. All this early stage of the game he had and Moule, the latter being disposed of in this no success, nor was Jackson, who succeeded him, manner, and not clean bowled as previously

#### SHANGHAI WIRELESS.

The N. C. Daily News publishes a letter from

which he compiled 14, which was the second high- miles. But with regard to the statement reciprocated. est scoro on the side, and he and Elborough, the that the steamer was unable to get captain, had made the best display of cricket- into touch with Shanghai even at only cessful. A poor show, however, it was for the cult. Possibly the Chinese operator was not at mide, poorer than it need have been on account his post. From inquiries made, it would appear of the state of the pitch. Had they sent Shang- that the charge of inefficiency is not supported. hai to bat in the hope of getting a better wicket | by facts, as all the operators are trained for on the morrow, things might have been different. | months before taking charge of this particular apparatus, and the foreign officials of the cult, as hulf-way through the side there was an Chinese Telegraphs have expressed the opinion

he wicket were rather betier than it had been. This, however, does not dispose of Hongkong had taken practically two hours the whole complaint. Two years ago, and a quarter to make fifty-six, so it is hardly when the dispute arose in connection with the necessary to say that matters had been very Palace Hotel's wireless telegraphic installation, quiet. The aspect of affairs altered when it was certainly implied, if not actually under-Shanghai went to bat, and when the two open- | taken as a part of the arrangement by which ing men, A. E. Lanning and H. B. Ollerdessen, the ho'el's apparatus was withdrawn, that the had got settled down the cricket became interest. Ministry of Posts and Telegraphs was about From the way they opened out it seemed | to install an extensive system of wireless stations as if Shanghai were going to swamp the all over the coast of China. That Shan hai visitors, but with the first three wickets should be limited, in its means of communicating down a rot set in. Lanning had put on 17, with vessels at ses, to even 140 miles, is mani-Ollerdessen 20, and Creckwell, who was run out footly absurb. When will the Ministry fulfil

## THE GAME OF BOLOS.

NOVEL PASTIME INVENTED BY A LONDON

A new game is always welcome. It is as such that Solos now appears. In the years to come it will doubtless still be welcome as an old friend. For the game which

is played in the open air, on lawn or smoothturfed field, has a curious fuscination. It looks so absurdly simple until one tries it—and finds that just that dexterity is needed which promises that the next attempt will be better than the last. And what could be more aggravatingly

a large disc-not from the Latin solus (alone). Barrett, keeping up his end while his partner spects it is likely to challenge also quoits and but continued to play.

Already Solos has found its way into the Prince Albert are each the possessor of a set, bury scored four goals each, and Whitney one For portability, indeed, the game is hard to the ball hitting a pony, showed that his baseball practice has done him | beat. A set, which consists of two smooth gunmetal discs perforated by a large hole in the with caution for an over or two, but returned | centre, two leather straps each three feet long, once more to his hard swiping, and by the time | two small white wooden pegs each fitted through stumps were drawn at half-past six o'clock ho. a small white steel plate, and a measuring tape

The page are fixed in the ground at a distance proved Shanghai's position, giving them a which varies from 20 yards on a lawn to 200 comfortable lead to follow up this morning. yards in a field. The object of each player is Dempsey was the only one of the visiting bowlers to drive his disc as near as possible to the forwho could be said to have been deadly, and ther peg. If the disc rolls until it falls over until Rasmussen started knocking him about he | the peg the player scores three points, and one if the disc falls within a radius of five feet from

preceding dry, the wicket was still rather soft, leather strap has a loop at one ord. This is giving assistance to the bowling, and scores were | fitted into a niche in the outer edge of the disc. again low. When stumps were drawn on Wed- and the strap is then wound round the rim until nesday evening. Rasmussen and Brand were the side of the player's hand rests in a metal still batting, and both added to their totals when | clutch at the other end of the stap. The strap play was resumed. Resmussen scarcely gave the is then sharply unwound off the rim - an action

With practice greater proficiency comes. An

## LATE TELEGRAPHIC NEWS.

ANGLO-CHINESE OPIUM AGBREMENT.

London, May 17th. A letter from Sir Charles Elliott in The Times disputes strongly the assertion that the interests of India are being sacrificed by the Opium Agreement. He points out that when the export to China ceases there will still remain a considerable export—amounting in 1907 to 16,000 chests-to other countries. Mureover, about 10.000 chests are taken as Excise opium for use in India; also, the Government have nearly six millions sterling in their pockets from the opium windfalls to meet possible lean years. Finally, the cessation of Government supervision in Bougal will entail the elimination of expenditure of about a million and a half, THE GERMAN BOYAL VISIT TO LONDON.

Vienna, May 18th. King George's reference to the German Emperor in his reply to the address at the unveiling of the Victoria Memorial has made an excellent impression here. The Nous Freie Presse opines that "a new era is beginning." ACCIDENT TO PROFESSOR HAECKEL.

London, May 17th. Professor Haeckel, while reaching down book in his library at Jena, fell and broke his

DEATH OF ADMIRAL RODNEY LLOYD, C.B. London, May 18th. The death is announced of Admiral Rodney deavouring to avoid the cuirassiers, who were

Lloyd, C.B. Born in 1841, joined the Navy as a Cadet in 1854 and retired in 1901. He second in the Baltic (1854), China 1854-59, and was twice against the Chinese pirates in 1867-70, when he was slightly wounded, mentioned in despatches, horror. thanked by the Hongkong Government and promoted to Commander.

THE PAYMENT OF M.P. 8.

London, May 19th. In a written answer Mr. Asquith states that he does not propose to deal with the payment of members by a Bill this year.

ELECTION PETITION PAILS. London May 19th. The election petition at East Nottingham has been dismissed.

BANQUET TO THE AUSTRALIAN PREMIER. London, May 19th.

The Ayrshire Miners' Union gave a banquet at Kilmarnock yesterday evening in honour of Mr. Fisher, the Commonwealth Premier. Mr. Keir Hardie presided, and, in the course of his speech, raid a tribute to the Dominions,

He regretted, however, that they were creating

Armies and Navies of their own. In his reply, Mr. Fisher disagreed with Mr. Keir Hardie on the question of naval defence. Auyone, he said, looking at the map and then agreeing with Mr. Keir Hardie was wanting in a sense of perspective and in judgment. Whatever Labour leaders here might say, he would ask them not to prescribe their conditions to Australians. If he, as Premier, were tostandidly and see Australia wholly undefended, he would be He regretted that he had been called on thus

SIR WILFRID LAURIER.

London, May 20th. Sir Wilfrid Laurier has arrived in London. EARL GREY.

Ottawa, May 20th. In the Senate yesterday, Mr. Power (Halifax, Nova Scotis) protested against Earl Grey practice of deputing the Chief Justice to attend to give assent to Bills as lacking in respect for Parliament, and said that the practice was calculated to teach Canadians that they did not want a Governor-General from England.

Sir Richard Cartwright defended Earl Grey, and pointed out that it suited the convenience of Parliament to deal with a Deputy rather than with a Governor-General. Sir Richard added that Earl Grey had done his best to be persona grata as the Ambassador of the people of England to the people of Canada.

A CELEBRATED PORTRAIT SOLD. London, May 19th.

Raeburn's portrait of Williamson was sold to-day at Christie's for £23,415. This is a record price for a portrait at an auction.

POLO IN THE UNITED STATES.

New York, May 19th. All the experts in the morning papers agree that the Englishmen played dashingly at Cedarhurst, wheeling their ponies within the length ef a mallet, and displaying marvellous skill in back-hand strokes. None of Cooperstown men were able to check Edwards, whose riding in the fourth period was particularly elever, especially when racing with the ball alongside the boards.

Westbury (Long Island), May 19th. A big trial game, to choose the team of defenders in the Polo Cup matches, was played here this afternoon, the public watching the contest with the greatest attention, considering that it would show the exact form of the men who are relied on to retain the Cap.

Devereaux. Milburn and "Monte" Water- substantially correct. bury were the particular stars, playing super-

GENERAL BOTHA IN LONDON. London, May 20th. General Botha has arrived in London. He

received an onthusiastic reception. CANADA AND JAPAN.

Ottaws, May 20th. The Dominion House of Commons has passed temporary Japanese Tariff Agreement.

SEQUEL TO THE STANDARD OIL CASE. New York, May 20th. There has been a sequel to the decision in the Standard Oil case. The Federal Attorney-General is prosecuting the so-called "Lumber Trust for alleged restraint of trade, naming 150 The discs are driven in a novel manner. The individuals as defendants. This is expected to prove the first of the several cases planned against combinations of dealers in staple com-

> mondities MANCHESTER AND TARIFF REFORM. London, May 21st. At a tariff reform demonstration at Man-

bright and refreshing display which was the which imparts an impetus surpising to the chester yesterday there was a procession three miles long. BECALCITEANT PRISONERS BANISHED FROM

PORTUGAL. Africa.

COUNTY ORICKET. London, May 21st The young Notts player Aileston, playing against Sussex yesterday, scored 189. He made 31 and 22 off two overs. His score included 8 sixes and 21 fours.

THE CORONATION EXHIBITION.

London, May 18th. Prince Arthur of Contaught to-day opened the Coronation Exhibition at Shephord's Bush MR. CHAMBERLAIN BETUENS HOME.

London, May 20th. Mr. Joseph Chamberlain, left for England vesterday, greatly improved in health. DEATH OF A GLOUCESTERSHIRE CRICKETER, The death is announced of the cricketer

Edward Grace.

LONDON AND CAPTAIN COOK. London, May 20th. Sir Thomas Brock has accepted a commission for a memorial to Captain Cook, to be crected in

the Mall. London. SWEDEN AND JAPAN.

Stockholm, May 20 h. A Treaty of Commerce has been signed between Sweden and Japan, together with a Tariff Convention, both based on the " most favoured nation " treatment.

THE TERRIBLE FLYING ACCIDENT IN PARIS. London, May 21st. An aviator named Train, who rose with difficulty to a height of twenty-five feet, in enkeeping back the crowd, swerved and came to

The Prime Minister and the Minister of War. mentioned in despatches, medal and two clasps, were pinned underneath the machine. The spectators rushed to the scone, uttering cries of

> . M. Train crawled out of the wreck, demonted at the horrible spectacle, The Prime Minister and his colleague were extricated showing no sign of life.

> The race was abandoned. The Prime Minister was conveyed to the Ministry of the Interior. In addition to a fractured leg-he is absolutely disfigured through

injuries to the face. President Fallieres and Cabinet Ministers called to see M. Monis, but were not admitted

into his presence. It is understood that his condition is most serious. . M. Monis' son, Antoine, a well-known patron, and the aviator Deutsch, were both slightly

In accordance with the wishes of Mr. Monis orders have been given that the Paris-Madrid race shall not be interrupted, and that M Berteaux shall be accorded a national funeral. The War Office for the time being is entrust-

ed to M. Cruppi, the Foreign Minister. Monie is proceeding as satisfactorily as can be expected. A bruise in the region of the liver

alone seems somewhat serious. When M. Monis' son, Antoine, sow the eroplane speeding towards the official party he pushed his father to the ground, thus probably saving his life. A projecting part of the seroplane struck Autoine lightly.

Paris, May 22nd. The aviation accident was mainly due to the crowd invading the course and the movements of the cuirassiers, who were driving the people

The Minist rathemselves had left the grand. stand and were promenading the course to get a better view of the starters.

Five of the latter had already left. M. Lepine, the Prefect of Police, was getting sprious at the way the course was becoming obstructed and had just been urging upon the Ministers to return to the grand stand. On seeing the aviator swooping down theparty scattered and ran.

Mr. Berteaux's death was instantaneous. His right arm was severed from the body and hurled some distance. M. Monis tore his injuries in a most courage.

ous manner. After his leg had been set and and despatched telegrams. King George and most of the heads of States have telegraphed their sympathy with the French Government in the aviation tragedy.

## RUBBER COMPANIES.

ALLAGAR BUBBER ESTATE.

Presiding at the first general meeting of the Allagar Rubber Estate at Winchester House last month Mr. C. B. Sutton said the progress made was satisfactory, and an output of 39,870lb. of rubber from 13,000 trees was favourable. They had suffered from a scarcity of labour, and had had to import Chiusse. growth of the trees was as good as that on any estate in the Malay Peninsula, and they intend-

ed to bring up the cultivated portion to 1,000 The estimated output for the ensuing year was 65,000lb. of rabber, and when the property was in cultivation they expected to have a yearly yield of 300,000 to 350,000lb. of rubber, which, at a profit of only is 6d. per lb., would enable them to declare a dividend equal to 30 per cent. The report and accounts were ado pted.

VICTORIA MALIYA RUBBER. Mr. H. H. Saunders presided over the A team composed of Mesars Whitney, Law- adjourned general meeting of the Victoria Malaya rence Waterbury, H. M. Waterbury and Milburn Rubber Company in Lindon recently. In As its name implies, Solos (pronounced Sol- defeated the next best American team that replying to various questions raised, he said that loss) is derived from the Greek word signifying | could be obtained by 15 goals to 2. The 7,850 trees were planted whom the estate was "Scrub" team was composed of Messrs. Louis taken over, and this number had been since best enjoyed with some fair partner, and, if in and Foxhall-Keene. Mr. Whitney was hit estate, the facts as stated in the prospectus that scoring was concerned. He played well up to this respect it rivals croquet. in other re- in the face early in the game by a flying ball, 17.4 0 trees were planted-2,000 in hearing and 5.000 more would be in bearing in 1910-11-was

> The increase in the number of directors from Royal household. The Prince of Wales and lative polo. "Monte" and "Larry" Water- three to five was necessitated by the stress of man gement. The resolution authorising the received just before they went to Windsor. goal. The remaining goal was scored through directors to settle litigation affecting the company on the basis of the offer already announced was carried. RUBBER ESTATES OF JOHORE.

The report of the Rubber Estates Johore for the year 1910 states that owing | beasts and reptiles. to a shortage of labour and an exceptionally wet season it was impossible to her expedition in papers to be brought before a keep all the weeding thoroughly in hand. number of learned societies. Tapping is to be commenced in July of this year expenditure during 1910 was in excess of the

estimates, owing to higher rates of pay, especially for Chinese and Malays. These are to be Boundary Commission in 1972, and was a memgradually replaced by Indian labour, but it will ber of the first and second British parties that be some time before rates can be expected to crossed Lake Chad. come down to a lower basis. The capital cost to end of 1910, after crediting the proceeds of the TO COMMAND AT THE CORONATION sale of Sungoi Gomali and Block 4 Estates, works out at under £31 per cultivated scre. The titles have not yet been issued for the lands sold

to the Gomali Kubber Company and to the North Labis (Johore) Rubber and Produce the Naval Review is excellent for two reasons, the estates sold to it, but the consideration of Admiral is the local Commander-in-Chief; and, 20,132 shares of £1 each in the latter company in the second place, of all the flag officers who has not yet been received. Both of these com- took part in the Review of nine years ago, he As a result of the mutiny in the Central panies are reported to be making good progress is the only one again available. In 1902 Admiral with the development work which they agreed to Moore flew his flag as Commander-in-Chief on undertake, and which will secure the balance of the Cape Station. Since then he has served in the 25,000 acres of the original concession.

LADY EXPLORER RETURNS.

4,000 MILES TO VISIT LOVER'S GRAVE.

Plymouth, May 19th. After a romantic but perilous journey of 4,000 miles into the heart of the African continent Miss Olive MacLeed, daughter of Sir Reginald MacLeod, late Permanent Under Secretary for Scotland, landed here to day from the West African mail steamer Dakar. The intrepid traveller has faced difficulties and dangers in territory never before entered by a white woman, and in the course of her expedition she visited the grave of her sweetheart, Linut. Boyd Alexander, the well-known explorer, who was treacherously murdered in Central Africa in May of last year by natives of Wadai, with whom the French were at war.

I was the only Pressman to board the Dakar on its arrival, and Miss. MacLood kindly favoured me with an interesting account of her

Gentle, unassuming, and retiring, Miss MacLeod did not look the part of a daring explorer who has attracted the attention of three continents; yet there was a look of calm confidence and sound judgment, keen nerve, and any amount of resource stamped on the bronzed young face.

After an affectionate meeting with the members of her family Miss MacLeod almost pounced on me as I came on board. She had been looking out for a man from the Zoo to take charge of some lion cubs which she intends to present to the Zoological Gardens. "You have come for the lions, haven't you?" she exclaimed, but when I explained my mission she gaily exearth abruptly, dashing into the distinguished claimed, "Well, the lions will have to come slong with us to London." WADED KNEE DEEP FOR HOURS.

Miss MacLood explained that her only white companions in the expedition were Mr. P. A Talbot, one of the District Commissioners in Nigeria, and his wife. Their attendants numbered about 80. On their arrival at the month of the Niger, the Government stern-wheel steamer, and afterwards steel canoes, were utilised to go up the river and its great tributary, the Benue. After going through Southern and Northern Nigeria the travellers traversed North Kamerun, and reached French Ubangi in October. After great reception by Lamudo at Lere, a successful attempt was made to find the falls on the Mao Kabi, which, by the testimony of French officials and natives, had never been actually seen before, though Commandant Lenfaut penetrated to within a short distance. Miss MacLeod said she felt very much honoured by Franch authorities asking for permission to name the falls, "Les Chutes MacLeed." The approach to the falls was very nasty going, and involved a good deal of arduous climbing owing to the steepness of the cliffs. good deal of swamp country

had to be crossed and for several hours the travellers had to wade knee deep. After mapping this part of the river, the party, said Miss MacLerd, proceeded through the Tuburi Lakes, and down the Logone to Fort Lamy, which was reached at a time of great stress, as the news of the massacre of Colonel Moll and his troops 200 miles away had only just been received. The expedition paid a visit to Tehekua, the seat of the independent Sovereign of the Bagirimi, and then proceeded down the Sakri to Lake Chad. SOME FAMOUS ROCKS.

"A short excursion was here made," said Miss Maclood, "to the north to visit the rocks of Hadj-el-Hamis. These are extraordinarily pioluresque, and are held in veneration for hundreds of miles, even to Mecca, as the spot on which Noah's Ark finally rested. The highest peak was ascended, though the notices declared this to be an impossible feat, and one never before attempted. Lake Chad was then crossed in Kotoko cances.

This took eight days, of which five were spent. without sight of laud. The journey in frail native cances was a hazardous one, more especially as the travellers were storm-bound for two his face stitched he signed urgent documents nights, and had to tie up to clumps of mimosalike shrub which grow in the shallow water. "On reaching the Northern Nigerian shore

at Kana Paga the journey was continued vill Maifori and Nafala to Kano. Here the railway was taken to Lagos, our party being the first through travellers by this route.' Miss Maclood stated that the distance of 3,700 miles was covered in Africa, and with the exception of the railway, the whole journey was

made on foot or on horseback. Four months were passed in foreign territory, and the greater part of the route chosen was unknown to

Speaking of her experience with the natives, Miss Macleod said: "From start to finish we never experienced the slightest difficulty with them, although many of the tribes we visited were wild, and contained people the great majority of whom were little known and certainly had never seen a white woman. At first they ran away, but afterwards returned, and their chief excitement seemed to be caused by the appearance of our hair.'

"Our health generally was good," she added, "one day's touch of fever being all that I can lay claim to. Mrs. Talbot was not so fortunate, whilst Mr. Tulbot was also unlucky. Once he had a nasty fall and injured his back, whilst at another time a snake spat in his eye and hurt him a good deal." PRUITS OF THE EXPEDITION.

As the result of the expedition, Miss Mac-Levd was able to make close studies of the various people, and obtain particulars of the little-known tribes of Central Africa and of the Buduma of Lake Chad. Much information was obtained as to their habits and oustoms, whiist drawings were made of the interior of native houses and of specimens of primitive art, of which there were specially interesting examples at Museum, on the Logone, and at Gabai, in During her journey Miss Macleod collected a

large number of curios, which included many quaint musical instruments, whilst typical examples of music were taken down. A botany collection of several thousand specimens, including grasses, had been sent to the

British Museum, and also a number of birds, Miss Macleod hopes to embody the results of

Miss Macleod paid a high tribute to Mr. T. on 10,000 trees, which number should be largely | A. Talbot, on whom she said the responsibility added to before the end of the year. The total of the expedition rested. Mr. Talbot has had considerable experience as an African traveller. He was Assistant Commissioner on the Liberian

NAVAL REVIEW

The decision that Admiral Moore shall hoist his flag on the Dreadnought on the occasion of Company. The former company has paid for says a London paper. In the first place, the home waters and in Chins.

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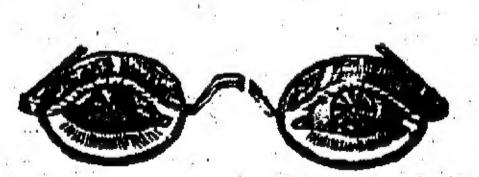
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LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. Freienfels loft Shanghai on the 4th inst. a.m., and may be expected here to-morrow a.m.

The I.G.M. sir. Prins Eitel Friedrich, which left here on the 31st ultimo, at 5 a.m., arrived at Shanghai on the 2nd inst., at 4 p.m.

## MARINE PROPULSION.

AN OIL PROPELLED VESSEL.

A voyage from the Type to Calais and back was completed last month by the Toiler, a vessel which Mesers. Swan, Hunter & Wigham Richardson (Limited) have fitted with Diesel oil engines for special service on the Canadian canals and lakes. This vessel, which has twin-screws, is 248ft. in length by 42ft. 6in. in beam, by 19ft, in moulded depth, and is propelled by two sets of two-cycle reversible Diesel engines, giving together 360 b.h.p., which were supplied by the Aktiebolaget Diesels Motorer, of Stockholm.

On her voyage to Calais the Toiler was loaded with 2,650 tons deadweight of coal cargo, in addition to about 40 tons of oil fuel, sufficient water and stores, at a mean draught of 14ft. Notwithstanding the rough weather which was encountered immediately on leaving the Tyne, the engines worked quite satisfactorily, and the voyage to Calais was completed at an average speed of 5.9 knots. On the return voyage, light in ballast, the average speed was 8.2 knots. The consumption of oil fuel for the round voyage, including the auxiliary compressor, was 61 tons, or 1.65 to 1.75 tons a day.

The Toiler has a greater deadweight capacity than the ordinary steam-driven boat, owing to the fact that the Diesel engines are lighter than steam engines and boilers, the saving in this respect being about 60 tons. The cubic capacity for cargo is also greater, as there is a saving of boiler space, and in addition the oil fuel can be carried in the double bottom in place of water ballast, thus saving bunker space. The staff required is also less than is required for steam engines and boilers, for while the number of the engine-room staff is about the same, firemen are not needed. The deck machinery and engine-room accessories are driven by compressed air, furnished by a compressor driven by a small Diesel engine, and a small paraffin engine provides the electric light. The accommodation is heated by hot water, the heat being obtained other from the exhaust gases of the angine or by means of a coal fire. There is thus no steam power on board the boat.

Messrs. Swan, Hunter & Wigham Richard. son have now taken up the construction of marine Diesel oil engines, and have at the present time a set of four-cylinder two-cycle engines in hand at their Neptune Works, Walker-on-Tyne,

EXPERIMENT WITH GAS ENGINES

For some time past, says The Times, a small vessel named the Progress, which was formerly a vedetto boat in the Navy, has been unobtrusively making trial runs on the Thames in Woolwich and Barking Reaches. Probably none of those who have seen her pass by them, and even few who have obtained a casual glance through her engine-room skylights, have thought that there is anything unusual about her, for in the details of her outward appearance, including her funnel, which emits occasional whiffs of vapour, she seems merely a steam launch. Yet in fact she is nothing of the sort, for a gas-producer takes the place of the boiler, and gas works her engines, which, however, the observer might be pardoned for supposing at first glance to be steam engines of the accepted marine type,

Indeed the remarkable feature of the mach inery, which is built from the designs of Mr. C. H. T. Alston, is the closeness with which is approximates to steam practice, both in working and innumber, are of the vertical inverted pattern; their pistons are double-acting and receive two impulses, one on each side, at each revolution : the three-throw crauk shaft is coupled directly to the propeller shaft without the intervention of clutch or gearing or any sort; and the direction of revolution can be changed simply by pulling over a reversing lever. The design thus contrasts in many respects with the common type of internal combustion engine.

The following is a broad outline of the action of the engines: - Each cylinder forms an independent unit, and is supplied with explosive mixture by its own double-acting pump situated on the bed-plate immediately behind it. The three pumps, which have a bore of 142in, and stroke of 9in, are driven by links and bell-crani lovers from the three connecting rods, and the setting is such that there is a difference of 90de g. between their plungers and the pistons; that when one of the pistons is at the bottom of its stroke the plunger of the corresponding pump has risen a half of its travel. The cylinders have central exhaust ports, which are uncovered ! the movement of the pistons, and at top an bottom they are provided with an automatic air inlet value, controlled by a spring, the function of which is to admit the air required for scavenging. This, air is drawn into, and fills the greater part of, one or the other of the two long pipes that connect each of the pumps with the cylinders they serve, but it neve actually reaches the pumps, which thus deal only with the explosive mixture. As the piston uncovers the central ports after th explosion, the pump forces a charge of mixture into the lower part of one of the pipes, and this charge pushes the air which is already in the pipe in front of it into the cylinder, which is thus scavenged; then the charge itself follows, and is trapped, compressed, and fired in the combustion chamber. The action is precisely the same for both sides of the piston, and therefore for changing the direction of revolution it is only necessary to change the relation of each pump to its cylinder, in such a way that if for going ahead the upward stroke of the pump charges the upper end of the corresponding cylinder, then for going astern it charges the lower end. This change is effected by the reversing lever, which simultaneously alters the position of the three valves that control the outlets from the three pumps.

STARTING ARRANGEMENTS. The quadrant in which the reversing lever moves has five notches. The middle one constitutes the neutral or stop position, those immediately on either side of it are for running ahead and astern respectively, while those at the extreme ends are for starting shead or astern. When the lever is placed in one of these outer notches it moves a cam shaft longitudinally, and thus brings into operation the appropriate set of cams for actuating the valves which admit compressed air from a reservoir into the cylinders in the direction for moving ahead or astern as required. The push pieces which work the valves contain buffer springs, which are powerful enough to lift the valves against the compression pressure in the cylinder, but not against the explosion pressure. The ignition being arranged so that firing takes place a little in advance of the opening of these valves, it follows that if the engine has begun to work on gas the compressed air is not admitted, since the cams merely compress the springs, but do not move the valves, and thus the air is not wasted. This arrangement further provides a safeguard against the stoppage of the engine in heavy weather should it be throttled down and the propeller be suddenly immersed after racing, for if there be no explosion the pressure in the cylinders will be insufficient to prevent the admission of the compressed air, which will therefore keep the engine running. The compressed sir is stored in a cylinder by means of a Feavell compressor driven by a small Gardner oil engine.

## THE SUPPLY OF GAS.

The gas-producer, which burns anthracite, does not call for any special remark, and the same is true of the scrubber immediately belind it, in which the gas is first washed by water sprays and then dried. When the producer is being started, and during stand-by periods, the necessary draught is induced by an exhausting fan driven by the oil engine, but when the plant is running the suction is, of course, maintained by the engine pumps. On its way to the cylinders the gas is passed through a moisture separator and a tar-box, and then through an automatic device in which it is mixed with air. This mixing chamber is so designed that the proportions of air and gas can be varied as desired; but whatever the proportions are, the mixture remains constant in quality, no matter what quantity is taken by

the engine as its speed is varied by the throttle. Another ingenious automatic device is employed to regulate the supply of steam to the gas-producer. In the pipe which conducts the steam and air down to the grate is placed a coil

The Chairman, in proposing the toast of of thin copper tubing containing pure methyl "Prosperity to the Newspaper Press Fund," alcohol, and the pressure in this coil is arranged said that the fact that he had been asked to to act against a spring which tends to open the follow so many distinguished predecessors in the steam valve. As this pressure depends on the position was a sign that the newspaper Press of temperature to which the coil is subjected it this country recognised that he had endeavoured falls when the temperature in the supply pipe to do his best as regarded the administration of falls, as happens when the supply of steam is India. The object of the Fund was to relieve insufficient or when the engine is accelerated. necessitous members of the literary department The steam valve is then able to open and more of the Press and the widows and orphans of steam is admitted. When, on the other hand, such persons. Prior to its organisation there the pressure rises owing to the rise of tempera- was no such institution in existence. It had ture with increased supply of steam, or when done an inmense amount of good, but for many the engine is throttled down or stopped, the years the amounts distributed in grants and valve is closed and the supply of steam is pensions had been steadily increasing, and last diminished. In this way it is evident that year's total was the highest in the history of the by proper adjustment of the pressure in the coil Fund. So far as possible the Fund was self-and of the strength of the spring against which supporting, but generous assistance from it acts the amount of steam can be regulated outside was necessary in order to enable it and kept constant in any desired proportion. to meet the increasing calls upon the money The steam is derived from a small boiler fired at its disposal. The interests of the Press by oil, but it must be remembered that the plant under notice is purely an experimental one, and different arrangements would be made for supplying steam in a vessel intended for practical

The ignition is by Lodge coils with accumulator and high-tension sparking plugs, the Dominions. It was impossible not to marvel at battery being kept constantly charged by a small dynamo driven from the crank shaft by chain. The ignition is set for ahead or astern by the movement of the reversing lever. It can be advanced by hand to suit the speed at which the engine is running, but is returned to the retarded or starting position by the action of the reversing lever, so that it cannot be left in the wrong position by the attendant.

#### SOME BUGINE DETAILS.

The cylinders, which have a bore of 82in. with a stroke of Sin., are water-cooled, the circulation of the water being maintained by a plunger pump worked off the crank shaft. the stuffing boxes, also water-cooled, through which the piston-rods pass, Schwabe's metallic packing is employed, consisting of six sets of cast-iron rings, each in three segments. At the bottom there is a white metal packing. This arrangement has proved quite satisfactory, and the piston-rods are as smooth as glass.

For lubrication there is a small oil pump, with spring-returned plunger, actuated by a wheel having nine cams, which in turn is worked by a worm on the vertical shaft that operates the compressed air valves. The oil is taken through a rotary distributor, and three leads go to each cylinder; two of them, each with three branches. lubricate the piston, and one the stuffing box.

A TRIAL RUN. brisk breeze blowing against a strong flood tide. room before the vessel's bow was pointing down | pedestal to cater to the demands of a somewhat stream. To all of these the engines responded without hesitation, and they could be reversed from full speed shead to running astern in three result was not fully realized, and the chief effect | Cassel, M.P., responded. has been to diminish the speed of the vessel by a knot or so. It cannot be said that the engines | compled with the name of Sir Francis Maclean, worked very quietly; but in part at least this who responded. tered from this cause.

Engine Syndicate (Limited), of 34, Great St. and more valuable than those of the subject of my Helens, E.C., and the consulting engineer who | toast. (Cheers.) The great countries can bear teshas watched over the development of her engines | timony to his administrative genius, his modesty. is Mr. P. T. Houston, of Messrs. Houston & his industry, and above all to his knowledge of Gall, of 4, Lloyd's avenue, E. C. It is in con - human nature and his warm sympathy with all templation to build a larger set of ongines on those various races it has fallen to his lot to the same principle, deriving the gas for working | rule. It is to these qualities that the great sucfrem a producer using bituminous coal.

## GRIMAULT'S SYRUP HYPOPHOSPHITE OF LIME FOR 1 STUBBORN COUGHS **BRONCHITIS** WEAK LUNGS CATARRH CONSUMPTION

MINTO ON JOURNALISM.

The forty-eighth anniversary dinner of the Nowspaper Press Fund took place at the Whitehall Rooms recently. The Earl of Minto occupied the chair, and there was a large and distinguished gathering. Among those present were: Field-Marshal Viscount Kitchener of Khartoum, Lord Burnham, Earl Bathurst, Lord Mersey, Lord Colchester, Sir Francis Maclean, Sir Elliott Lewis, Premier of Tasmania; Sir Charles McLaren, Mr. Felix Cassel, M.P., Sir Herbert H. Cohen, Sir George Sutherland, Sir Charles Bayley, Sir Ergest Shackleton, Lieutenant-Colonel Sir J. R. Dunlop Smith, Sir Douglas Straight, Sir Erle Richards, Mr. John Walter, Sir Patrick Playfair, Sir Joseph Lawrence, Sir Adolph Tuck, Mr. Fabian Ware, Mr. Eugen Sandow, Mr. George J. G. Lewis. Mr. L. Owen Pike, Mr. Frank Debenham, Mr. George Lawson

and the public was identical and therethere were very few organisations in which the public were so directly concerned. Newspapers were to a great extent the mouthpiece of the public, and they had done much to further our relationship with our Overseas the enormous mass of material with which our great newspapers had to deal in the shape of advertisements-(laughter)-well-digested expositions of business schemes, foreign telegrams, well-reasoned correspondence from many parts of the world, exciting stories from correspondents at the seat of war, and above all, those leading articles which so ably represented the opinions of the Press of this country. They could not but admire the power of organisation and the courage that could alone ensure journalistic success. Moreover, our Press was an independent Press. Its criticism, unlike that of the Press of other countries, though sometimes severe, was peculiarly free from person-

ality or unnecessary asperity. THE POWER OF THE PRESS. At the same time he confessed he was doubtful of the influence which our newspapers had over public opinion. He had often wondered whether they created that opinion or whether they merely represented it. Perhaps it was a little of both. It was certain that the Press could not altogether disregard the taste of its market. He remembered that during the Afghanistan campaign of 1878-9, our troops were crossing the Indus, when the war correspondent of a great newspaper came to a Staff officer who was a friend of his (the Chairman's) and handed him a long telegram, which wanted official sanction. His friend read it and said: "This is excellent. An opportunity of observing the behaviour of It commences with a very eloquent description the ongines was afforded during a run down of the passage of the Indus and concludes with the river from North Woolwich towards Dagen- a picturesque story about palm trees and ham. The Progress, which has a length of procediles, but I cannot see the palm trees 96ft., with a breadth of 12ft. 6in., and a moulded and the crocodiles." "I cannot see them either," depth of 6ft. lin., was lying alongside a pier, said the war correspondent, "but the British wedged in between another boat on one side and | public must have its palm trees and it must the floating stage on the other, and there was a have its crocodiles, and I have done my best." (Laughter.) He (the Chairman) supposed the In these circumstances the start involved a war correspondent was right. Novertheless he good deal of managuring, and about a dozon, yentured to hope that the Press would main ain orders had to be rung down to the engine- its high traditions and never descend from its

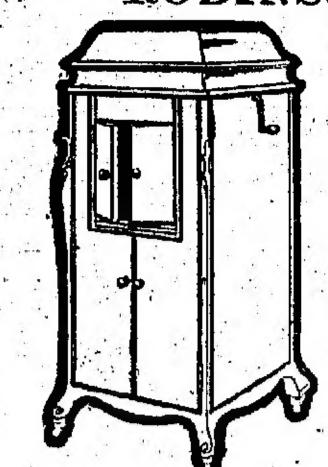
sensational age. (Hear, bear.) Lord Burnham, the President of the Fund. who was received with loud cheers, responded to or four seconds. During the run they worked | the toust. Since he himself first became conwith admirable regularity. The greatest number | nected with journalism, about sixty years ago, of revolutions attained was about 180 a minute, | there had been wonderful changes with regard the horse-power being about 100, and they to it. They lived now in more strenuous times. could be throttled down to about 40, though the | The newspaper reader of to-day was not a man flywheel is of insignificant weight. Three or of the parish or the township. He was more four years ago, before the engines were placed in often a citizen of the world, and therefore there the boat, they were run on town gas up to 500 inevitably came about a stress and strain on r.p.m., and even in the boat they have run at those responsible for the production of news-250 r.p.m., with another propeller. The present papers unknown in former times. (Hear. hear.) propeller was lately modified in the hope of Mr. J. Foster Fraser proposed "The Houses increasing the number of revolutions, but this of Parliament," and Lord Mersey and Mr Felix

Mr. Fabian Ware proposed "The Visitors,"

was due to the fact that after several years' LORD KITCHENEE ON WAE CORRESPONDENTS. service they stand in need of overhauling, while Proposing the toast of "The Chairman," Lord the narrow dimensions of the engine-room did | Kitchener said: - It gives me singular pleasure not tend to damp out the noise. The exhaust, to have this opportunity of proposing the health however, was practically inaudible-more so, of your Chairman, as he is one with whom I indeed, that that of many motor-cars, thanks have been closely associated and for whom I to an efficient silencer which is placed alongside have the greatest regard. Lord Minto requires the scrubber. There was no back firing, though no words of praise from me to strengthen his. at one time a great deal of trouble was encoun- position in the hearts of his countrymen, for I venture to say that there are few living men The Progress is owned by the Empire Oil whose services to the Empire have been greater cess of his government in such different surroundings as Canada and India has been mainly due, but if I were asked what quality above all others I would ascribe to Lord Minto it is that of plack-not mere physical plack-although of that he has shown innumerable proofs - but the greater quality of moral pluck. There comes always to a public man a time when the right course is not (perhaps only for the moment) the most ropular course. In such cases I have nover known or heard of Lord Minto weighing popularity in the scale against what he has considered right and just, and I venture to say that this quality is one without which no man can achieve true greatnessas an administrator. (Hear, hear.) I have just alluded to his Lordship's modesty, and it reminds me that if I continue I shall probably see signs of resentment, but I may be allowed to say that Lord Minto's life has been so active and varied, and he has excelled in so many parts, that it is impossible within the limits of an after dinner speech to give you anything but the briefest outline. He has always been a first-rate, allround sportsman, and in early days won many races, and was well known as the best steeplechase rider of his day, even after he broke his neck at the game. (Laughter.) can speak with, perhaps, more intimate knowledge of his career as a soldier, as we more than once served in the same campaign. I feel sure that had be stuck to military life he would have attained the bighest honours my profession could give him, though, perhaps, not such a distinguished position as he now holds. He was present in the Carlist Rising in '74, in the

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If you alone were mine (Two Step)

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Turkish War, in Afghanistan with Lord | health of one who throughout his career, whether Roberts, in Canads, and in Egypt, and the in public life or private life, has always displayed medals he wears were always won by the hardest | the highest and best characteristics of a thorough and most arduous service in each campaign; for, English gentleman. (Cheers.) as in all else, Lord Minto in his military career was thorough and no medal-hunter or seeker af- nounced subscriptions amounting to £2,250. ter a soldier's bubble reputation. (Cheers.) It is very appropriate that he should preside at a Newspaper Press Fund dinner, for on one occasion at least your journals and their readers profited by his able descriptions of the active operations then taking place, and he thus joined that brave and hardworking band of energetic war correspondents sent out by the newspapers to report on our campaigns with whom, I am g'ad to say. I am quite wrongly supposed to be generally on bad terms. (Laughter and cheers.) I am very grateful to Mr. Fabian Ware for the testimony he has given on that subject to-night. (Hear, hear.) During his tenure of office as Governor-General of Canada and Viceroy of India the world closely followed Lord Minto's policy, and as one who was nearly associated with him in India, and perhaps to a certain extent behind the veil, I can only say that my admiration for his able statesmanship in somewhat difficult times was unbounded. Few Viceroys have been able so favourably to impress the Princes of India, and, by his sympathetic treatment of the natives as well as of the officers and men of the Indian Army, he obtained and retained the universal affectionate regard and esteem of all in the country. In

giving you this toast I ask you to drink to t'e

The Chairman replied. The Secretary anwhich, as he said, was almost a record.

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Ngau Kök-Bullock's Feet ... each 8

M本 Ngau Mel—Bullook's Tail ...... 18 日本 Ngau Kon—Bullook's Liver ... lb. 13

香牌学 Yong Pai Kwat-Mutton Chop lb. 22

Yong Pe-Leg of Mutton...... 23

Yong Shau—Mutton Shoulder 20

Yong Pau—Sheep's Head&feet set 50

Youg Iu—Sheep's Kidneys... each 8

Ha Youg Kon—Sheep's Liver ... lb. 24

Hit Chu Kök—Pig's Feet ...... each 12

Chi T'au-Pig's Head .....

Mi Chu Kon-Pig's Liver ...... 80

清字集 Shang Ngau Yau—Heef Sust .. 20 make Shang Yeng Yau-Matton Suet .. 22.

Man LapChong-BeerSamage , 20

POULTRY

Ksi Tsai-Chicken

Pan Kau - Doves ...... each

Ap-Ducks ..... 1b. 亚凯 Kai Tan—Hen's Eggs ...... ..dot 2't

體資深 Hoi Nam Kai—Fowis, Hainan ,, 34

Om Ch'un-Quail .... FC To Tsai-Hare ..... Musk Deer ....... Alli Suan Kai-Pheasant.,....

#野後上 Shing Hoi Ya Ngoa-Guesse,

Wild Duck

Kai-Fowl, Canton ..... ... ... ... ... 36

T Ng 34-Geese....... 22

Pak Koj. Pigeons | Canton each 30 Hothow 26

tara Cha Ku-Partridge .....each 10

查花禾 Wo Fa Tsök—Rice Birds ... dos. —

And Sa Te'ci—Snipe ......sach

唱念 Shou Ap—leal..... 公理人 Fo Kai Kung—Turkeya Cock lb. 60

程序。Fo Kai Mo—Turkeys, Hen ... , 45

Am Kai Yu-Barbel

量水道 Tam Shou Yu--Canton Fresh

A Mak Yu-Cuttle Fish...... ,, 15

Wong Sin-Eels, Yellow

H Tin Kai-Frogs .....

體永遠 Tam Shui Sin—Eels, Fresh

Tso Pak Yu—Herrings

Alle Pak Kap Yu-Gudgeon...... 12

WER Hallbut ..... 28

象在被 Wong Fa Yd-Labrus... ,, 18

A Loach ...... 28

MM Chai Yu-Mullot...... ,, 18

Tan Lo-Perch. 15

A & Kai Kung Yu-Parrot Fish ... .. 16

Hau Taz Yd-Pike .....

The Pak Ch'ong-Pomfret, White, .. 32

Hak Chrong- " Black... " 24

Ming Ha-Prawns ........ 3

A4 Shang Yu-Salmon, Fresh Water ...

43 Ha-Shrimps

Ay Lap Yu-Snapper .......... 21

## Hang Yan-Almonds...... 25

类海 Hoi Tong—Apples, small, O'loo ,, —

Yat Pun Ping Ko-Apples,

登私 Yeung T — arambola ..... -

Mil Fung Lut-Chestnuts, Chi. 333 , 10

子图 Ye Tez-Cocoanute ..... 83ch 10

Ning Mong-Lemons, Chinese . 8

註章 Lai Chi-Lichess, Fresh 1st q1,1b 10

Mark Lui Sung Mong—Lemons,—Saigon , 6

Lui Sung Mong—Mango, M'la each 12

世報安 On Nam Mong-Mango, Saigon ...

子竹山Shan Chuk Tez-Mangostoons. ...

BE Sai Kwä-Water Melons China ...

■图# Yong Sai Kwa-Water Melon.

Heung Kwa - Musk Melon

養自 Pak Lam—Olives ......

Chiu Chau Chang-Orange,

格計 Tim Kat—

子经费 P'6 Tai Toz-Grapes... 1st ql. 1b. -

Elife Kam an Lingmon-Lemon.

室平泳光 Tin Tenn Pin Ko-Apples, Ofoo, 18

Fan Chi-Apples, Custard,

温香味會 Shang Sheng Heung Tsiu-

#春山 nang Heung Tsiu-Bananas

water ...... 56

Jar anese..... 15

annas, fragrant, Canton....

American ... ressesses caco

" Mandarin

American..... per lb. ....

Passion Fruit, American ... lb. -

Ch'ang-Oringes, Sweet ..... 20

Swatow .....

## Fa Shang-Peanuts ..... 10

# 1 Shanghai Li-Pears American ...

Si Li-Pears Canton ...... 10

Cost Hung Li-Plums Swatow.....

13 13 Bin Tsi-Pears, Cooking Canton-

Hung Tsı-Persiminons large ...

Pun Ti Po Lo-Pine apple. .... 12

程門論 O Mun Ch'ang—Oranges, Macso ...

经分数 Chu Si Kat— " Small "

Pak Bit Yu-White Bait .....

AND Tat Sa Yu-Soles .....

2 Kök Yű-Turtles, small, fresh-

ATHA Kam Shan Ping Ko-Apples,

Marie Pi Pa Sa - Rey.....

全的石 Sik Kau Kung -Rock Fish ...

产友里 Ma Yau Yu—Salmon, Canton

放起 Chun Yu—Roach.....

A Sa Yu-Shark

Shi Yu-Mack rol ........ 24

Hai—Craba ...... 3J

Chữ In-Pig's Kidney ......pair 9

Chu Sam-Pig's Heart .....

GR Chu Teal-Sucking Pigs (to

PG P Ngan Tsai—Veal

海货牛 Ngan Chai Yuk Ch'ong -- Veal ... ..

Sin Kai-Capons ......

國水域書 Sang Sheng Shou Ap—

Youg Sam-Sheep's Heart . each

Chu No-Pig Brains ......per set 25 Chu Tsap-Pig's Fry ..... lb. 25

Rt Ngau To-Bullock's 'Iripe,

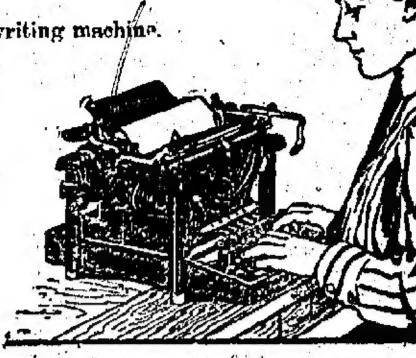
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政権會 Tring Lat Talu-Chilles, Green ... 8

Hung Fa Tsiu-Chilles, Red ... 12

\* Kau Sun -Cane.....

ER Tsing Ke-Brinjals Green ...

A Tsing Kwa-Cucumbers ..... 3 AND KE Li Ts'oi Liu-CurryStud. English ...... 10 Shuen Tau-Garlie ..... ## Lo Keung-Ginger, old ......... ", Tsz Keung-Ginger, young ... , Tring Tau-Green Peas..... Kan Lik-Horse Radish, S'hai , 10 # Suk Mai -Sweet Corn ......pi?ce 4 型生序 Young Shang Ts'oi—Lettuce... b. 1 高章 Shang Tso Ku—Mushrooms, fresh....... 段量件 Young Ts'ang Tau-Onions.

產生 Shang Te'ung—Onions, Green\_, 图像体的 Yat Pan Trung Tan-Onions, \* L Shanghai Ta'ung Tau-Onions. Shanghal ...... 6 Mo ka-Okroes .... 道光序 Young Yuen Si-Parsley, Eng FERR Foochow Shu Tsai-Potatoes Foothow ..... LE Shanghoi Shu Tsai-Potato

日本日 Yat Pun Shu Tsal—Potatoles. Japanese ...... 作事門數 O Mun Shu Tsai—Potatoes, Macao 伊斯拉花 Fa Ke Shu Tsai-Potatoes. American Fan Shu-Potatoes, Sweet..... Tung Kwa-Pumpkin...... Affit Chu Teal Teol-Pursline ..... Galla Hung Lo Pak Tsai-Badish :... 類屋枕 Kon Ts'ung Tau—Shalota..... Yin Ts'oi -Spinach ..... H# Fa Tau -- Taros ...... # Fan Ke-Tomatoes..... The Lo Pak-Spinsch Chinese..... Lien Ngau-Lily Boot ........

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4,000 h.p., Lieut.-Comdr. Hon. Guy Stopford, Hongkoug. Mart, torpedo-boat destroyer, 295 tons 6 gans. 4.000 h.p., Lt.-Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, Weihaiwoi. Kent, armoured cruiser, 9,800 tons, 14 guns, dradeo. i.h.p. 22,000, Capt. S. St. J. Farquhar, oruising.

Kinsha, river gunbost, 616 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. S. Lyne, Yangteze. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Commr. B. O. M. Davy, Labuan (Borneo). Minotaur, armoured cruiser (flagship Vice-

Admiral Sir A. L. Winsloe, K.C.B., C. V.O., C.M.G.,) 14,600, tons, i.h.p. 27,000, Capt. G. C. Cayley, Weihalwei. Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22.000. Captain L. E. Power, M.V.O. Weihaiwei. Moorhen, river gunboat, 180 tens, 2 guns, i.h.p. 800, Lieut.-Co d G. P. Leith.

Hongkong. Newcastle, 2nd class craiser, 4, 00 tons, turbine, Captain George P. E. Hunt, D.S.O., en route to Hongkong and Singapore. Nightingale, river ganboat, 85 tons, 240 h.p. Lt.-Comdr. Claude Hillersden-Woodward. R.N., Yangtaze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambe, Weihaiwel. Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt. Comdr. Cosmo A. O. Douglas, Hong-

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, West River. Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangteze.

Taku, terpede beat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R. N., Hong-Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p.

Lieut. Comdr. R. J. Buchanan, Yongteze. Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hongkong. Virago, torpedo-beat destroyer, 395 tons, 6 guas 6,300 i.b.p., Lieut. Comdr. Harold D. Adair-Hall, Weihalwei. Waterwitch, surveying ship, 620 tons, 450 i.h.p.

Lient. Comdr. R. L. Hancock, en route to Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Liont.-Comdr. G. B. Hartford, Weihaiwei.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt.-Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 gnns, 550 h.p. Lieut. Comdr. B. R. Brooke, Yangteze. Woodlark, gunboat, 150 tons, 2 guns, 550 h.r. Lieut. Comdr. G. F. A. Mulock, Yangteze.

STEAMERS PASSED THE CANAL.

May 9th-Benvorlich, Karonga, 12th-Ernest Simons, Ghazes, Jeseric, Pring Ellel Friedrich, Teenkai, Arcadia, 16th - Glenlogan, Miyasaki Maru, Soyo Maru, Alesia. 19th-Borneo, Hellas, Menelaus, Nippon, Sikh, Silvia, Siam, Wakasa Muru, Yangteze. 23rd - Benlarig. Brisgavia, Rheinfels. 26th - Calchas, Dumbea, Kitano Maru, Palermo, Pembrokeshire, Tydeus, Yorck. Warrior. 30th-Ol morganshire, Helene, Rickmers, Indien, Reigate, Senegambia, Spezia, Baron Minto. June 2nd-Bellerophon, 3.900 h.p., Lt.-Comdr. M., B. R. Blackwood, | Bencleuch, Benlarig, Deucalion, Kabinga, Palma, Patroclus, Saxonia, Syria, Tourane, In-

> ARRIVALS AT HOME. June 2nd - Kintuck, Prins Ludwig.

> > ON SALE.

A TABLE OF THE

OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 TO 1909.

Price \$2 Cash. On sale at the "DAILY PERSS" Office, or Local Booksellers,

## BRITISH SEAMEN FOR BRITISH

The Imperial Demonstration, which is to be held at the Albert Hall on May 24th, says The Navy for May, is intended to bring home to the whole nation the immense importance of the problem of manning British ships with British seamen for which the Navy League and the powerful educational and shipping interests it has brought together are resolved to compel a satisfactory solution to be found. The matter is one of the utmost national gravity. It is intelerable that our merchant ships, in which the wealth of the nation is embarked, and upon the efficient working of which the very life of the nation depends, should be manned very largely by foreigners. It is a national danger that there should exist, outside the Royal Naval Reserves, no trained supply of British seamon upon which the Navy can draw for the large and incalculable demands of war. The mobilisation of the Royal Naval Reserve for the Navy would immensely increase the risk. The Declaration of London has been powerless to limit the conversion of merchantmen into ships of war in the sense desired by the British Government, and The Hagne Conference of 1907, while regulating the procedure, was equally owerless -to -exclude the conversion such vessels on the high seas. It is impossible to deny that this circumstance, whether our merchant vessels are attacked or themselves converted, makes far more grave the existing conditions of the manning of the mercantils marine. The Admiralty Committee on Naval Beserves, estimated, in 190?, that in 1857 there were 96.914 petty officers and railors who were British subjects, not including Lascars, employed in the mercantile marine of the United Kingdom; the number fall in 1875 to 62,000, in 1899 to 60.709, and in 1901 to 44,290. And meanwhile the tennage of shipping has trobled. There appears to have been some improvement in this alarming sitution since that date, but Mr. Sydney Buxton, President of the Board of Trade, when the influential deputation was introduced to him by Mr Gooffrey Drage, on February 23rd, admitted that the situation was unsatisfactory and that it should be largely improved. ] The solution of the problem falls under two heads-the provision of means for the training

of boys for the sea, and the creation of economic. conditions which will make it possible for shipowners to give employment to them. the present time improvements are required in both these matters, and finance is at the root of both of them. The subvention of fraining establishments has been advocated by numberless Royal Commissions and Departmental Committees. Existing institutions, supported by voluntary subsociptions, cannot conduct the work on an adequate scale. The funds are insufficient, and, as Mr. Hayes Fisher has said if through trade schools boys are to be trained at the charge of the Exchequer as cooks, surely something should be done for the nation by providing it with trained boys to become The sea career should, above al others, be a national career and a national care. There are foreigners who have natural and inherited aptitude as cooks and waiters, perhaps, but surely Englishmen should have natural and inherited aptitude for the sea. The recommendation of the committee is that instant, and is expected here to-morrow, an allowance of £20 perhead should be paid. in accordance with the Board of Trade Departmental Committee's Report, 1907, to recognised training establishments, at the rate of £10 per annum for two years. This is certainly no excessive demand, and the granting of such a subsidy is the foundation of the national demand is being made. But the other step is equally necessary. It is essential. much to expect the shipping companies. unaided, to undertake the work of further training under the severe economic conditions that exist to-day. The change from sail to steam was mainly instrumental in creating the situation with which we have to deal. There is at present absolutely no inducement, care a national one, to the shipowner to take halftrained deck-boys. The cost is heavy, because two boys, rated as ordinary seamen, have to be taken in place of one A.B., and if about half the wages are paid to each, there are two mouths to fill and two berths to supply instead of one. The Board of Trade Committee reported in 1907 that, while in 1870 the indentured boys numbered 18,303, there were, in 1905, only 5,096, while unindentured boys had decreased within ten years from 1,906 to 1,384. Foreigners can be obtained as A.B.'s, and shipowners will not carry ordinary seamen in any usual circumstances. The Ritchie scheme admitted the responsibility of the Government by the remission of light dues, but the incidence upon shipowners, for those making long or short voyages, was unequal, and the schome failed. Training for the sea is a branch of technical education, and as such it should be assisted, both in the case of boys in the institutions on shore or in barbours, and in the latter as deck-boys in ships of the mercantile marine.

The national importance of these objects cannot be exaggerated. The Navy League has been consistent in advocating them. In 1901, in 1908, and again at the present time, it has assembled the leading representatives of training institutions and educational and shipping interests in conference. Much has already been done to move public opinion and to compel the attention of the Government, but the new movement, conducted by an active committee, enforcing the matter on the Board of Trade, and organising an Imperial Demonstration in the Albert Hall, at which all the interests of the country and the Empire will be represented, can scarcely fail to attain practical results. The danger can no longer be ignored. To question whether the training on shore and in ships is too much or too little; to ask whether it should be changed or adapted, to relegate to further discussion its form and character, and to raise the spectre of the Treasury, is not the way to deal with matters of such high practical importance. The great influence of the County Councils and of the municipal bodies of the country must be brought to bear. They have already entered into the matter, and there is good reason to believe that they will take their part in making provision, but they rightly feel that this is a national, much more than a local, affair. At the Albert Hall demonstration the ripe judgment of those who have been deliberating on the matter, and the conclusions at which they have arrived, will win the scal of the approved of an instructed audience, and the voice of the country will be heard. It is greatly to be hoped that the Press will take up this national question. Every possible agency must be brought to bear upon the Government. The necessity is demonstrated, the principle of State assistance is admitted, and the most truly nattional of all our industries must no longer be left without the support which is so fully granted to the training of youths for other careers of far less importance to the nation.

#### WEATHER REPORT.

On the 5th at 12.10 p.m.—The depression lying over N.E. Japan yesterday afternoon has moved away over the Pacific.

pan and N. China, while it remains low over Manchuria. toward the coast of S. China. Pressure is relatively low over Tongking, and it has a tendency

ot give way over the Southern Philippines. Moderate S, monsoon is indicated over the N. part of the China Sea. at 10 a.m. to-day, 0.14 inches.

The forecast for the 24 hours ending at noon lo-day is as follows :-Hongkong & Neighbourhood ... (\*) Same as No. 1 Formosa Channel

South coast of China between | Same as No. : Hongkong and Lamooks. South coast of China between \ S.E. winds,

Hongkong and Hainan ... moderate. \*S.E. and E. winds, moderate or fresh showery.

#### VESSELS EXPECTED.

THE AMERICAN MAIL. The P. M. S.S. Co. str. China will arrive at Hongkong to-day between 6 and 8 a.m. The P. M. S.S Co.'s str. Manchuria from San Francisco sailed from Yokohama on the 3rd instant on route to Hongkong, and is due to arrive at Hongkong on the 16th instant. The T.K.K. str. Chiyo Maru left San Frau-

cisco on the 24th ult., and is due at Hongkong on the 20th instant. THE AUSTRALIAN MAIL. The E. & A. str. Aldenham left Manila on the 3rd inst., at midnight, and will arrive here to-day at daylight.

The E. & A. str. Eastern left Sydney on the 24th ultime for Hongkong, via Queensland Ports, Port Darwin, Timor and Manila.

THE CANADIAN MAIL. The C.P.R. Co.'s str. Monteagle left Vanconver, B.C., for Hongkong (via usual ports of call) on the 25th ultimo a.m. The C.P.R. Co.'s str. Empress of India lef Vancouver, B.C., for Hongkong, (via nanal

ports of call) on the 31st ultime. THE ENGLISH MAIL. The P. & O. S. N. Co.'s str. Arcadia left Singapore for this port on the 3rd instant, at 7 a.m., with the outward English Mails, and is due here to-morrow at about 9 s.m. and will leave probably for Shangkai on the 8th instant, at daylight.

THE INDIAN MAIL. The Apear str. Japan from Calcutta left. Singapore on the 1st instant afternoon, and

may be expected here to-morrow. MERCHANT STEAMERS. The Philippines S.S. Co. str. Zafire left Manila on the 3rd inst., and is due here to

day at daylight. The N.Y.K. str. Miyazaki Maru (European Line) left Singapore for this port on the 1st instant, and is expected here to day. The Russian str. Sibir left Foothow on the

3rd instant for this port, and is due to arrive here to-day at daylight. The H.-A. Linie str. Areadia left Shanghai on the 2nd instant p.m., and may be expected

The N.Y.K. str. Yawata Maru (Australian 3rd instant, and is expected here to-morrow. The N.Y.K. str. Bombay Maru (Bombay)

here to day a m.

werp, Middlesbro', and London left Singapore | 6 hours. on the 31st ultime for this port. The O.S.K. str. Seattle Maru left Tacoma for Hongkong, via Japan and Mavila on the

29th April, and is due here on or about 8th inst. The N.Y.K. str. Inaba Mars (American Line) left Kobe for this port via Moji and Shanghai on the 2nd instant, and is expected and the Company's surveyors, Mesers, Goddard

the 15th instant. for this port via Japan and Shanghai on the have left the Godowns.

13th ult., and may be expected to arrive here on the 15th instant. The str. Glenlogan left London on the 28th April, and is therefore due here on or about

the 18th instant The Mogul Line str. Pathan left United Kingdom on the 12th March for Hongkong The Mogul Line str. Sikh left United King-

dom on the 6th altimo for Hongkong via the The T.K.K. str. Kiyo Maru left Callao on

the 27th ultime for Hongkong, and is due to arrive on the 1st August.

## HONGKONG TIDE TABLE.

From June 6th to 12th, 1911.

|                  |               |                         |     |          |        |     |          | ر.<br>در برزان            |         |          |         | شد پارېشىي |           |
|------------------|---------------|-------------------------|-----|----------|--------|-----|----------|---------------------------|---------|----------|---------|------------|-----------|
| Days of<br>Week. | Days of Month | H'kong<br>Mean<br>Time. |     |          | Height |     | 1,       | H'kong<br>Mean<br>Time.   |         |          | Height. |            |           |
|                  | N.            |                         | lı. | m;       |        | ft. |          | 1.                        | 2.      | m.       |         |            | in,       |
| Тиев,            | 6             | 113                     | 5   | 18<br>50 | -      | 5   | 8        | m                         | 0<br>11 | 14<br>57 | :       | 3 2        | 4         |
| Wed.             | 7             | m                       | 6   | 46       | u      | 5   | -6       | 1 4                       | 1       | S        | 8       |            | 8         |
| 110013           |               | 144                     | 6   | 55       | n      |     | . 6      |                           |         | 0        | 1       | -          | ~         |
| Thurs            | 8             | IZA                     | _   | 11       |        | 6   | 1        | m                         | 0       | 32       |         | 2          | 3         |
|                  |               | 1                       | 7   | 52       | 8      | 4   | 4        | 1                         | . 1.    | 51       | a       | 222        | 2         |
| Fri.             | 9             | m                       |     | 35       |        | 6   | .4       | m                         | 1       | 4        | n.t.    |            | 257638199 |
| 9.               | 1 . 5         | 1                       | 8   | 46       | ü      | 4   | 2        | 1                         | 2       |          | 2       | 1          | 7         |
| Sat.             | T             | m                       |     | 0        |        | 6   | 7        | m                         | 1       | 34       | ļ       | 2          | 6         |
| *                | *             | 1                       | 9   | 38       | 8      | 4   | 1        | 1                         | 3       |          | B       | 1          | 3         |
| Sun.             | 11            | m                       | 8   | 26       |        | 6   | 9        | $\mathbf{m}_{\mathbf{l}}$ | 2       | 2        |         | 2          | 8         |
| ** *             |               |                         | 10  | 27       | и      | 4   | $\Theta$ |                           | 3       | 48       | a       | 1          | 1         |
| Mon.             | 12            | m                       | . 8 | .53      |        | 7   | 1        | m                         |         | 29       |         | .2         | 9         |
|                  |               | 1                       | 11  | 15       | a      | 3   | 9        | 1                         | 4       | 26       | a       | 0          | 9         |

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 5th.

|                  |           | On Date | On Date |
|------------------|-----------|---------|---------|
|                  | Day -     | at      | at      |
|                  | at 4 p.m. | 10 a.m. | 4 pm.   |
| Barometer        | 29.83     | 29.93   | 29.87   |
| Temperature      | 84        | 82      | 83      |
| Humidity         | 77        | 77      | 79      |
| Wind Direction : | * SE      | ESE     | E       |
| Forceti          | 1         | 3       | 2       |
| Weather          | 0         | 0       | 0       |
| Rain             |           | 0.14    |         |

Highest open air Temperature on 4th...87 Lowest open air Temperature on 4th ... 79

#### NOTICES TO CONSIGNEES

FROM EUROPE.

Pressure has increased considerably over Ja- FIHE H.A.L. Steamship

"SLAVONIA." The Pacific high pressure extends Westward | Captain Peter, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained Hongkong rainfall for the 24 hours ending against Bills-of-Lading countersigned by the Undersigned

> Optional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date DEVAWONGSE, German str., 1,057, E. Gathethey cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject All broken, chafed, and damaged goods must

be left in the Godowns, where they will be examined on the 6th inst., at 9.30 A.M No Fire Insurance will be effected by us in any case whatever HAMBURG-AMERIKA LINIE, Hongkong Office.

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

Bongkong, 1st June, 1911.

NOTICE TO CONSIGNEES.

#### THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into Konsichano, German str., 1,293, Rosiefsky, the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8 h inst, at 9.30 A.M. All Claims must reach us before the 12th inst., or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned. MELCHERS & Co.,

Hongkong, 1st June, 1911.

#### NOTICE TO CONSIGNEES.

FITHE P. & O. S N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are

being landed and placed AT THEIR RISK in the Line) left Nagasaki for this port on the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Line) left Singapore for this port on the 1st | delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless in-The "Ben" Line str. Benvorlich from Ant- structions are given to the contrary within

Goods not cleared by the 9th inst., at 4 r.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees The Olof Wijk & Co. str. Nippon left Port and Thursdays. All Claims must be presented Said on the 19th ult, and is expected here on within ten days of the steamer's arrival here, after which date they cannot be recognised. The O.S.K. str. Mexico Maru left Tocoma No Claims will be admitted after the Goods

E. A. HEWETT, Superintendent. Hongkong, 3rd June, 1911.

## VISITORS AT HOTELS.

HONGKONG HOTEL Mr A. Jacobs

| LIUNGLUN                |                         |
|-------------------------|-------------------------|
| Mr H. Adam              | Mr A. Jacobs            |
| Mr. J. I. Andrew        | Mr H. L. Jones          |
| Mrs E. M. A. Apcar      | Mr R. M. Joseph         |
| and Ayah                | Mr E. C. Julien         |
| Mr P. Barendt           | Mr & Mrs S. Kadoor      |
| Mr Beckmeale            | Mr Kent                 |
| Mr L. I eckingeale      | Mr W. E. Kent           |
| Mr F. Bonnet            | Mr. P. H. Klimanek      |
| Mr S. M. Brown          | Mrs Lampman             |
| Mr A, C. Bruut          | Mr H. I. M. Logan       |
| Mr P. F. Chilvers       | Mr Loiwe                |
| Mr D.E. Clark           | Mr H. Lyon              |
| Mr. W. E. Clarke        | Mr & Mrs H. L. Lyon     |
| Mr. H. L. Condon        | Dr. O. Marriott         |
| Mrs L. M. Crandal       | Mr J. Merecki           |
| Mrs Cumdham .           | Mr E. V. Mitchelmon     |
| Mr E. i ache            | Mr & Mra A. B. Mould    |
| Mrs Dalgeish            | Mr W. North             |
| Mr N. K. Davidson       | Mr P. H. Nye            |
| Capt. W. H. Dent        | Mr. V. d'Oettingel      |
| Mr W. C. Drew           | Mr J. C. Ogden          |
| Mr E. J. W. Eames       | Misses Pickering        |
| Mr W. A. Edgar          | Mrs F. M. Pickering     |
| Mr. and Ars. H. C.      | Miss Pickering          |
| Ehrenfels               | Mr E. H. Pond           |
| Mr E. S. Elver on       | Mr W. T. Prichard       |
| Mr C. G. L. Elverson    | Mr A. T. Prichard       |
| Mr F. Esrom             | Mr. E. H. Ray           |
| Mrs Farham              | Mr & Mrs de Raymor      |
| Mr. H. G. Fisher        | Mr D. S. Robuison       |
| Mr J. Forrester         | Mr F. Sacho             |
| Donman Fuller           | Mr. H. H. Solomon       |
| Mr H. Garrow            | Mr J. B. Southwayd      |
| Mr. V. Goulbourn        | Dr.& Mrs.A.D. Spaldi    |
| Mr M. Conzalez          | Mr. J. Spittles         |
| Mr F. Genzaley          | Miss W. Squire          |
| Capt, T. P. Hall        | Lt. & Mrs. C. E. Stair  |
| Mr J. C. Hamilton       | Mr H. Stake             |
| Mr G. Harrison          | Mr J. W. Stayton        |
| Mr Parrison             | Mr J. W. Taylor         |
| Mr A. Harrison          | The Honourble Percy     |
| Mr T. F. Hausen         | Thellu-son & valet      |
| 3 iss A. U. Herrin      | Mrs M. L. Thompson      |
| Hon. & Mrs. E.A. Hewett | Mr R. S Thompson        |
| Dr. Spencer Hough       | Mr J. M. Urguhart       |
| Mr R. Innes             | or G. Webra             |
| Mr A. Jacobi            | Capt. W. S. Wyles       |
|                         | Capu, III, IS, IT yield |
|                         |                         |
| GRAND                   | HornL.                  |

THAND HOTEL. Mr. & Mrs. A. B. Crew ... Mr K. Offer Consul and Mrs H. C. Mr H. Parkhill Fein Mr A Petersen Mrs J. Carr Ramsey Mr Gilbert Mr T. Hance Mr J. Revbolt Mr J. Hartel Mr Richard Porak Mr H. R. Heckscher Mr J. W Pringle Mr B. James Capt, and Mrs. A. H. Steward and child Lr Jiriber Mr H. F. Stoneman Mr | authols Mr Kelly Mr R. Taylor Dr. F. T. Keyt Mr J. De Vox Mr vatson Mr C. A. Wern Mr R. J. Mooney Mrs Woods Mr P. W. L. Nanninga

## SHIPPING IN PORT.

STRAMURS. Amigo, German str., 822, W. Langschwager. 3rd June-Haiphong 1st June, General-Jebsen & Co. Anguin, German str., 1,005, Chr. Kumpel,

21st May-Bangkok 14th Rice and Teak-Butterfield & Swire. Heongshing, British str., 1,256, V. McLaddell, 31st May-Tientsin and Chefoo 23rd May, General-Jardine, Matheson & Co.

HILDAR, Norwegian str., 1,102, H. Nielssen, 1st June-Bangkok 25th May, Rice-Asgaard, Thorsen & Co. LARA JESSEN, German str., 1,102, H. Ipland, 3rd June - Hongay 1st June, Coal-Jebsen

mann, 26th May-Bangkok 18th May, Rico-Butterfield & Swire.

IPRESS OF CHINA, Brilish str., 3,046, R Archibald, R.N.R., 1st June-Shanghai 29th May, Mails and General - C. P. R. Co. FAUSANG, British str., 1,400, H. S. Malkins, 1st June-Port Courbet 30th May, Coal-Jardine, Matheson & Co.

LENFALLOCH, British str., 1,434, J. Mason, 1st June-Singapore 26th May, General-HAITAN, British str., 1,183, J. S. Roach, 4th

June-Foochew, Amoy and Swatow 3rd June, General—Douglas, Lapraik & Co. HIKOSAN MARU, Japanese str., 2,300, Yama-moto, 1st June-Moji 26th May, Coal-Hongkong Maru, Japanese str., 3,438, H.

Hinokuma, 31st May-Moji 26th May, General-Toyo Kisen Kaisha. Hongkong, French str., 739, A. Cornelinssen, 2nd June-Haiphong 30th May and Hoihow 1st June, General-A. R. Marty. KASHING, British str., 1,144, C. Laver, 22nd

May-Chinking 17th May, Rice-Butterfield & Swire. 31st May-Saigon 27th May, Rico-Butterfield & Swire,

Koju Maru, Japanese str., 2836, Cowin, 3rd June-Moji 28th May, Coal-Gilman & KUMERIC, British str., 4,006, G. B. McGill, 30th May-Manila 28th May, ----The

Bank Line. KUMBANO, British str., 2,078, F. Wheeler, 29th May-Singapore 23rd May, General -Jardine, Matheson & Co. KWANGLEE, Chinese str., 1,468, Pratt, 4th

June-Shanghai 1st June, General-O. M. S. N. Co. KWANGTAH, Chinese str., 1,536, Stewart, 28th May-Shanghai 25th May, General-C. M.

LAERTES, British str., 1,340, Page, 3rd June -Saigon 31st May, Rice-Wo Fat Sing. LARGO LAW, British str., 3,774, R. E. Hellett, 1st June-Guaymas 1st May-Eng Hok Fong S.S. Co.

LOCKSUN, German str., 1.020, W. Taubert, 1st June-Bangkok 26th May, Rice and Meal - utterfield & Swire. LOTHIAN British str., 3,222, W. J. Lockhart, 24th May -- Moji 19th May, Coal -- Dodwell

NINGPO, British str., 1,228, T. W. Pickhard, 31st May-Newchwang and Chefoo 25th May, General-Butterfield & Swire. Onsang, British str., 1,787, Smith, 26th May-

Chinwantso 19th May, Coal-C. E. & M. PREUMPENH, British 1,065, Jas. H. Scott. 27th May-Saigon 23rd May, Rice and General-Chinese.

PITSANULOK, German str., 1.234, D. Reimers. 29th May-Bangkok 20th and Swa'ow 28th General - Melchers & Co. PETCHABURI, German str., 1.373, O. Gosewich, 31st May-Bangkok 24th May, Rice and

Moal-Order. QUARTA, German sts., 1,885, T Dantalson, 27th May-Wakamatsu 21st May Coal-Sander, Wieler & Co.

SABINE RICKMERS, Dutch str., 573, D. Boeve, 1st June Forchow 30th May, Ballast—Asiatic Petroleum Co. SHANTUNG, British etr., 1,306, Robinson, 3rd June-Kwan-chow-wan 2nd June, Salt-

Butterfield & Swire. Siberia, American str., 6,655, A. Zeeder, 29th May-San Francisco 3rd May, Mails and General-P. M. S.S. Co.

LAMING, British str., 1,350, G. H. Pennefather, 2nd June - Manila 30th May, Hemp, and Sugar—Butterfield & Swire. THESEUS, British str., 4,296, J. Barwise, 31st May-Yokohama via Shanghai 28th May, General - Butterfield & Swire.

TJIMAHI, Dutch str., 4,500, J. P. Scholtes, 13th May-Macassar 6th May, Coal-Java-China Japan Lijn, Wongkor, German str., 1,115, H. Oldsen, 26th May-Bangkok 18th May, Rico and

## BAILI I VESSEL.

General - Butterfield & Swire.

ECLIPSE, British 4-masted barque, 2,996, Jame White, 12th May - New York 20th Jan. Keresens Oil-Standard Oil or

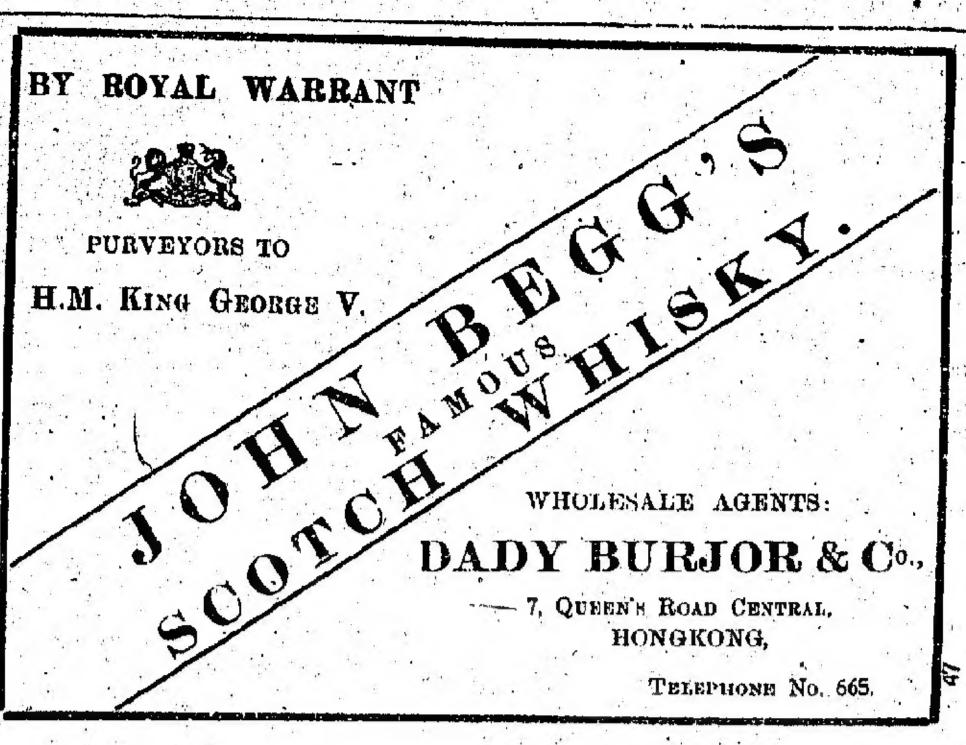
## KING EDWARD HOTEL.

Mr E. S. Kabel

| 7 | Capt. Thes Arthur  | Mr. John Lennox      |
|---|--------------------|----------------------|
|   | Dr Belilios        | Miss Lapreito        |
|   | Mr M. P. Beattie   | Mr H. P. Linnell     |
| 1 | Miss Brandt        | Mr G. W. McEwen      |
|   | Mr and Mrs H. P.   | Mr MoHenry           |
|   | Brilger & Son      | Capt. & Mrs. Merle   |
|   | Mr W. T. Bryant    | Miss Morrison        |
|   | Dr. Burger         | Mr. A. P. Nobbs      |
| ý | Mr Geo. Van Corbac | Mr. Packer           |
|   | Count, W. J. Dohua | Capt. and Mrs. W     |
|   | Dr. Ebbecke        | Passmore             |
|   | Miss. M. Gains     | Mr H. Pearman        |
|   | Mr H. George       | Mr J. Peeming        |
|   | Mr 1. A. Goldswith | Mr. S. B. Ray        |
| 1 | Mr J. Gordon       | Dr. Schu'z           |
|   | Mr.A. Granada      | Dr. Shmitt           |
|   | Mr A. Harper       | Mr. E. E. Smith      |
|   | Mr Harrison        | Mr J. N. Varela      |
| 1 | Dr. Hochgeschurz   | Miss M. S. Wilson    |
|   | Mr T. Hood         | MING DI, DJ 11 HBOIL |
| 1 |                    |                      |

Mr T. Aoki

|    |                          |                        | 42    |
|----|--------------------------|------------------------|-------|
|    | KINGSCLERE PI            | RIVATE HOTEL.          | ±     |
|    | Comdr. F. Acton, R.N.    | Dr. & wrs Macfarlane   | THE   |
|    | Mrn F. Acton & Maid      | Mr. J. F. Macgregor    | m= 1  |
| 1  | Mr. E. Arndt             | Mr. & Mrs. L.D. Mandel | TEM   |
|    | Mr & Mrs Aucolt          | Master Mandell         | 19 T  |
| 9  | Mr. H. Bennett           | Mr E. J. MoNulty       | -REG  |
|    | Mr. F. Bevington         | Mr. K. S. Morrison     | 1     |
|    | Dr. & Mrs B.W. Brown     | Sir Francis Piggott    | HON   |
|    |                          | Mr J. Robertson        |       |
|    | MraMrsF. W. Crawford     | Mrs G. Sachee          | 496.  |
|    | Mr.&Mrs.D. E. Donnelly   | Miss K. Sachse         |       |
|    | Mr C. L. Gosham          | Mr. A. L. Shields      | MOT   |
|    | Mr J. Graham             | Mr. R. D. Stewart      | mor   |
| -  | Mr. & Mrs. C.E. Harvey   | Mr S. P. Warbrook      |       |
| 4  | Dr. Hobsen               | Mr. B. Webb            | 10000 |
| Ť. | Mr. H. Hoffman           | Mr Whyte               | WAJ   |
|    | Mr. H. Roch              | Mr Otto Wiesinger      |       |
|    | Mr&Mrs 7.P Lammert       | Mr. and Mrs. E. A. M   |       |
| ,  | and children             | Williams               | POL   |
| ř  | Mr. & Mrs. A. C. Logan   | Mr. J. W. Wilcon       |       |
|    | I my in mine in as maken |                        | 1     |



## BANK LINE,

PROPOSED SAILINGS FROM HONGKONG FOR

#### VANCOUVER. B.C. SEATTLE PORTLAND (Or)

SHANGHAI **JAPANESE** 

| Steamers    | Tons           | Captain      | To Sail on or About     |
|-------------|----------------|--------------|-------------------------|
| <br>KUMERIC | 6,252<br>6,400 | G. B. McGill | 6th June.<br>30th June. |

To be followed by other Steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucerie" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight and Passage, apply to-

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THE BANK LINE, LIMITED. King's Building, Praya Contral.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BETRA DELAGOA BAY, DUREAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS

From Hongkond 24th June

FROM COLUMBO: STEAMER ... 12th July.

For rates and further information, apply to-

THE BANK LINE, LIMTIED, (MANAGING AGENTS).

TELEPHONE No. 171.

YORK BUILDINGS TOP FROOR

Hongkong, 1st May, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION DATE OF SAILINGS. SHANGHAI, YOKOHAMA, KOBI & MOJI "NIPPON" ....... Oz 15th June. For Freight and Further Particulars, apply to

## "HONGKONG DAILY PRESS" PUBLICATIONS.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

DIRECTORY AND CHRONICLE TRADE MARK REGULATIONS CHILDREN OF FAB CATHAY A . BY THE PEARL RIVER-"A Book for the Globetratter," by Capt. Social and Political Novel, by C. J. C. V. LLOYD; with Maps and Illus. \$1.75 HONGKONG WEEKLY PRESS. THE JUBILEE OF HONGKONG, half yearly vol. bound ... 7.50 being an Historical Sketch to which FIFTY YEARS ANGLO-CHINESE is added an Account of the Celebrations in 1891 CALENDAR, 1864 to 1913 ...... 2.00 HONGKONG TYPHOON, Sept. RATES OF EXCHANGE AT HONGKONG English Mail days 18th, 1906, Illustrated Account ... 0.50 IPOBARY MINING REGULA-1874 to 1909 ... ... 2.00 TIONS IN CHINA ..... 0.50 BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail RATIONS FOR RATLWAY CONSTRUCTION IN CHINA... 0.50 Days 1893 to 1905 .... 1.00 CALLED OUT: or the Chang Wang . ngkong hansabd reports Daughter, an Anglo-Chinese R .. OF THE MEETINGS OF THE LEGIBLATIVE COUNCIL, Pubmance, by Chus. J. H. Halcombe ... 2.06 ... 3.00 SKETCH OF THE WEST RIVER 0.. 0 lished Annually ... UNTINGS OF NAVAL GUNS PLAN OF VICTORIA and their Subsequent Use with the " KOWLOON ··· · · · · · 0.75 Ladysmith Relief Column .... 1.00 " PEAK 0.75 BLIKE EXPLOITS OF THE .. NEW TERRITORY ... 0.75 MERCHANT NAVY, by J. E. CANTON ... 0.50 Featherstenhaugh ...... 1.00 POWER OF ATTORNEY FORM ... 0.25 LITICAL OBSTACLES TO MIS-MAIL TABLES for 1911 ... 0.30 & 0.20 GIONARY SUCCESS IN CHINA 0.25

### SHIPPING

ARRIVALS. ANHUI, British str., 1,350. J. B. Harris, 5th June-Shanghai 1st June, General-Butterfield & Swire. ARRATOON APCAR, British str., 1,234, G. F.

Hudson, 4th June-Moji 31st May, General-David Basecon & Co. . CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 3rd June-Swatow 1st June, General-Osaka Shosen Kaisha.

ERNEST SIMONS. French str., 2,890, R. Girard, 5th June-Marseilles 7th May, Mails and General-Messageries Maritimes. GLENOGLE, British str., 2,899, Graves, 4th June-Singapore 30th May, General-

Boang Taik House HILD, Norwegian str., 1,234, Solvesen, 4th June-Bangkok 26th May, Rice-Chinese. Ischia, Italian str., 2,480, Belsito, 4th June-Bombay and Singapore 29th May, Goueral

-Carlowitz & Co. KAGA MARU, Japaneso sir., 2,345, M. Hagino, 4th June - Shanghai 2nd May, General -Nippon Yusen Kaisha.

Lucenic, British ste . 1,234, Mathel, 4th June -Seattle 4th and Moji 30th May, Flour and General-Bank Line, Ltd. MATHILDE, German str., 831, Chr. Ulderup, 4th June-Tourane and Hollow 3rd June,

Rice and General Jehson & Co. MONMOUTHSHIRE, British str., 3,306, 4th June -Shanghai 1st June, General-Jardine, Matheson & Co. NEBA, French str., 3,429, Casanova, 5th June-

Yokohama 27th May, Goueral - Messageries NIKKO MARU, Japanese str., 3,439, M. Yagi, 5th May-Melbourne and ports 10th May, General-Nippon Yusen Kaisha.

ONBANG, British str., 4th June-Cauton. SI-KIANG, French str., 615, E. de Catalano, 4th June-Haiphong via Kwang-chow-wan 2nd June, General -- Messageries Maritimes. Sursana, British see., 1 776, Picknell, 4th June -Sourabaya 28th May, Sugar-Jardine.

Matheson & Co. SUNGKIANG, British str., 987, H. Mathias, 4th June-Halphoug 1st June, General-Butterfield & Swire.

TAIWAN, British str., 1,024, Jenkiprs, 3rd June - Saigon 30th May, General-Chinese. TAMON MARU, Japanese str., 2,120, Nakayama, 4th June-Mitke 28th May, Coal-Mitsui Bussan Kaisha.

DEPARTURES 3rd June. ANEUI, British str., for Canton. ERNEST SIMONS, French str., for Shanghai.

SHIPPING REPORTS. The Brit. str. Anhui reports : Fresh S.S.W. winds and fine weather. The French str. Si-Kiang reports: Fine

PASSENGEES.

weather, light S.E. winds, rain, clam sea.

Per Si-Kiang, from Haiphong, &c., Messrs Rogue, Doche, Cousin, Acquatella and family, Per Anhui, from Shanghai, Mr and Mrs Templeton and 3 children, Miss Patterson and Mr Day.

Per Ernest Simons, for Hongkong, from Colombo, Mr Limkee, and Mrs Jackson; from Saigon, Mr de Granson, Mrs L. H. Charles, Mr Goyer and Ch. Yonsen; for Shanghai, from Singapore, Messra Welch, von Eyck, Grimberg, Loal and Lambiot; from Saigon, Marquis do Bartheleung, Mr Parolotte, Mrs Viennol and Mr Chausse; for Yokohama, from Marseilles, Mr. and Mrs Plaisant; from Singapore, Mr Hechter; from Snigon, Mrs Kerguistel.

Per Nikko Maru, from Australia, for Hongkong, Hon. Mr P. Thelluson, Mr and Mrs A. H. Worris, Miss Reibling, Miss B. Sother, Mr O. L. Enierick, Mr C. Mueller, Mr and Mrs E. Mueller, Mr and Mrs C. Francke, Mr and Mrs F. W. Ambrose and child, Mr. S. Q. Ambros. Mr E. C. Elliston, Mr A. Barrs, Mr G. do Sarza, Mr R. dos Santos and Mr O. H. Kehl; for Negazaki, Mr and Mrs T. F. Miller, and Mr K. Tada; for Kobe, Mr A. N. Hughes, and Mrs A. Takunaga; for Yokohama, Mr F. O. Tollen, Mrs Ramsay, Mr H. T. Morgan, Mr and Mrs W. Andrews, Mr C. Hainer, Mr B. H. Friend, Mr T. W. Bain, Mrs J. F. Melecd, Miss M. Keller, Captain N. Nomura, Mr G.

Rekate, Mr and Mrs J. Saits and child. Per Nera, for Hongkong, from Yokohama, Mr Leynier; from Kobe, Messrs Senotronssoff and Degoree; from Shanghai, Messrs Runjahn, R. S. Thompson, L. Schaw & family, F. D. Silas, Mrs and Misses Collier, Miss R. Lisley, Mr H. Sixkieli, Miss Hirashima, Mrs Honda Toya, for Saigon, from Yokohama, Eceur M. Louise; from Shanghai, Mr Perreau, Mr Reboni, Mr Ligueulo, Mr Autoni, Mr Peretti, Mr Reynaud and Mr Joyan; for Singapore, from Yokobama, Mr Navabrai; from Shanghai, Mrs M. Pasco, Mr and Mrs Coletti, and Mr Alazraki; for Colombo, from Yokohama Mr J. E. W. Williams; from Shanghai, Mr R. Mere Seraphine, Mr Emile and Mr Anteinette; for Port Said, from Kobe, Mr O. Matelots; for Marseilles, from Kobe, Mr Sauvage, Mr Maigre, Mr Rieusaco, Mrs Moreteau Sutre, Mr Dhallinin; from Shaughai, Messrs Walter, Mitford and Rizkxie.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA ADEN EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

THROUGH BILLS OF TEADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND BOUTH AFRICA PORTS.

THE Steamship

"DELHI, Captain H. S. Bradshaw, carrying His Mojesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 10th June, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. "MALWA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tes and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. HYMALAYA, due in London on the 23rd July, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are

For further particulars, apply to Superintendent, Hongkong, 29th May, 1911,

#### LOADING. ADVERTISED

To associain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked " k," mearest Hongkong" a," midway between Hongkong and Kowloon " m," and those vessels berthed at the Kowloon Wharf " k.w." together with the number denoting the section. SECTIONS.

4. From Naval Yard to East Point 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 1. From Green Island to the Harbour Master's.

| _   |  |  |  |                |  |  |  |
|-----|--|--|--|----------------|--|--|--|
|     |  |  | i,   |                |  |  |  |
|     |  | LOUIS AND  | 7 7  |                |  |  |  |
|     | opt.   |  | New York 18  |                |  |  | The second secon |
|     |  |  | ar to be now   | DWD#82         | CAPTAIN.   | FOR PREIGHT APPLY TO   | TO BE DESPATORED   |
|     |  | VESEL'S NAMES.   | PLAG & Riu   | BERTH          |  |  |  |
|     | DESTINATION-   |  |  | 44             |  |  |  |
|     |  |  |  |                |  |  | 1. 5   |
|     |  |  |  |                |  |  |  |
|     |  |  | -  |                |  |  |  |
|     |  |  | 31 9   |                |  |  | - 10 m   |
|     |  |  |  |                |  |  |  |
|     |  |  |  |                |  |  | On 10th inst. at Noon.   |
|     |  |  | Duld ata   | - I            | [. S. Bradshaw]  | P. & O. B. N. Co   | About 16th inch  |
|     | ONDON, &C., VIA USUAL PORTS OF CALL  | DELHI  | Brit. str.   |                | TO Dalde R.N.B.  | P. & O. S. N. Co   |  |
| 1   | ONDON, &C., VIA UBUAL PUBLIC OF  | NILE IN the to   | Brit. str  | (46)           | chwinghammer   | LIANDSTEDIS A NEW RECK & LISTED 444  |  |
| f   | ONDON & ANTWERP VIA SINGAPORE, &c  | AECADIA  | Ger. str.  |                |  | HAMUURG-AMERIKA LINIH  | On 26th inst.  |
| 1   | ONDON & ANTWERP & ANTWERP &c   | Commonts.  | Man and and a  | k. w.          | Cotate   | CLASE II U ROGEREM BUT IN THE COMMENT OF THE COMMEN | On 9th July.   |
| 1   | ROTTERDAM, HAMBURG & ANTWERP, &c.  | SITHONIA   | Many makes   |                | Lasss  | TO A TO LOCATION OF THE PARTY O | On 9th inst.   |
|     | ROTTERDAM, TEAMEDIDG VIL STRAITS, &C   | BRASILIA   | Ger, str.  |                | Di-Jalahann  | HAMBURG-AMERIKA LINIE  |  |
| Ŧ   | ROTTERDAM, & HAMBURG VIA STRAITS, &C   | FREIENFELS   | Ger. str   |                |  | TEAMPORG, A WERTER LINIE   | On 8th July.   |
|     |  | SLAVONIA   | Ger. etr.  |                | N. W. M.   | NIPPON YUSEN KAISHA  | To-morrow, at Daylight 1   |
| 1   | HAVRE & HAMBURG VIA STRAITS, &c  | c Kaga Maru .  | Jap. str   | The service of | M. Hagino  | MINPUM TUBBLE MALACOTA   | On 14th inst., A.M.  |
|     | MARSEILLES. LONDON & ANTWERP VIA SINGAPORE.&   | C BAGG MARCO   | Jap. str   |                | H. Petersen  | NIPPON YUSEN KAISHA  | On 21st inst., at D'light  |
|     | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE. &<br>MARSEILLES, LONDON & ANTWERP VIA SINGAPORE. &   | C. LAWACHI MARU  |  |                | Wm. Thompson   | NIPPON YUSEN KAISHA  |  |
| ,   | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &  | C ATSUTA MARU  | . JAD. str   |                |  | HAMRURG-AMERIKA LINIB  | On 23rd inst.  |
|     |  | . SCANDIA  | Ger, str   |                | Knaisel  | Commence Married & Co  | About 21st inst.   |
|     | MARSEILLES, HAVRE & HAMBURG, &C.   | L DACRE CASTLE   |  |                | te see ent' see ent er   | Chiraman Dagrara R. Co.  | OR TOTAL TIME, WAS A LAW.  |
|     | MARSEILLES, HAVRE RESUEZ CANA<br>NEW YORK VIA PORTS & SUEZ CANA  | Danish on Issue  |  | 1 m.           | 4 - 12 - 12 - 12 - 12 - 12 - 12 - 12 - 1   | CANADIAN PACIFIC B. Co   | On 28th inst., at Noon   |
|     |  |  | Brit. str.   |                | W. Davison   | 1 1 7 A W. A 1 1 1 A W. T. W. L.   | On 27th inst, at 11 A.H.   |
|     | VANCOUVER VIA SHANGHAI, JAPAN, &C.   | MONTEAGLE  | Tan ata  |                |  | I AT ALL ETHERASYMENT IN A TRIBLE  | O- 1711 2-4 44 21 3 44   |
| •   | VANCOUVER VIA SHANGHAL, JAPAN, & VICTORIA, B.C., & TACOMA VIA KEELUNG, S'GHAL, & JAPAN VICTORIA, B.C., & TACOMA VIA KEELUNG, & JAPAN VICTORIA, B.C., & TACOMA VIA KEELUNG, & JAPAN VICTORIA, B.C., & J | A Marton MARIT   | Jap. str   |                |  | OBAKA SHOSEN KAISHA "  | . Un love met., at 11 A.M.   |
|     | VICTORIA, H.C., & TACOMA HE TARREST & JAPA   | IN SEATTLE MARU  | Jan str  |                | on an and an and   | NIPPON YUBEN KAISHA  | Off Softy month bin A cime   |
|     | VICTORIA, C.B. & TACOMA VIL REELUNG, & VICTORIA, B.C. & SEATTLE. VIA KEELUNG, &  | C INADA Manti  | Jap. str   | -              | S. Tominaga  | NIPPON YUSEN KAISHA  |  |
|     | TICTORIA B.C. & SEATTLE, VIA KELLUNG, &  | The state of the s |  |                | K. Noda  | MIPPON I USEN MAISAN   | To-day.  |
|     | VICTORIA, B.C. & SEATTLE, VIA REELUNG, & VICTORIA, B.C. & SEATTLE VIA REELUNG, &   | C TABLES DIVING  | Dat at   |                | G. B. McGill   |  |  |
|     | VANCOUVER, B.C., SEATTLE & PORTLAND,   | C KUMERIC  | Brit. str  | 100            |  | CANADIAN PACIFIC B. Co   | 11 and 40 14 14 14 15 and 1  |
|     | VANCOUVER, B.C., SEZIAMA W.  | KUMERIC  | Brit. str.   |                | the text and the tag in  | PACIFIC MAIL S.S. Co   | On 9th inst., at 1 P.M.  |
|     |  |  | . Am. str.   | - 1            |  | PACIFIC MAIL S.S. Co   | THE TOTAL INSTALL OF A T 1 - 1 - 1   |
|     |  |  | Brit, str  |                |  | PACIFIC MAIN BASI CO.  |  |
|     |  |  | Jap, str.  |                | W. W. Greene   | TOYO KAISEN KAISHA   |  |
|     | SAN FRANCISCO VIA KEELUNG S'HAT & JAPAN, &   |  | The same of the sa | 0.00           | Christen Smith   | PORTLAND & ASIATIC B.S. Co   | On 9th inst., at Noon.   |
|     | SAN I KANCIBCO YIA KERMUM  | HENRIK IBSEN   | Nor. str   | 2000           |  | NIPPON YUSEN KAISHA  | The same state of the second s |
|     | PORTLAND VIA JAPAN   | YAWATA MARU  | Jap. str   |                | J. Nugao   | MELCHERS & Co  | On 17th inst., at Dlight   |
|     |  | and the second second  | Ger, str.  | 4 -            | L. Klugkist  | NIPPON YUSEN KAISHA  | On 7th July, at Noon   |
|     | ,一点,我们就是一个有一个的,我们们的一个人,我们就是一个人的一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的,我们就是一个人的   |  |  | -              | M. Yagi  | Wilbion Tongs Watere   | On 8th inst. at 11 A.M.  |
|     |  |  | Ton str  |                | T. Murai   | NIPPON YUSEN KAISHA  | About 27th inst.   |
|     | KOBE & YOKOHAMA  |  | Jap. str   |                | F Iseke  | MELCHERS & Co  | The manufacture and Noon   |
|     | KOBE & YOKOHABIA   | The same TAY LY YAMAFAT  | g., Ger. sir.  |                |  | The second was a second of the | To-morrow, at Noon.  |
|     | KOBE & YOKOHAMA  | Newson MARK  | Jap. str   | 16 (           | M. Yagi  | TOYO KISEN KAISHA  | On 17th inst., at 1 P.M.   |
|     | TO THE RESERVE OF THE PARTY OF  | HONGKONG MARU  | Jap. str.  | - material     | H. Hinokuma  | JAVA-CHINA-JAPAN TAUN  | Quiek despatch   |
|     | JAPAN, HONOLULU, MANZANILLO, &c.   |  | Dut. str.  | 1              | Rooy   | JAVA-UNINA-DATAR ALICA LD  |  |
| 1   | TATE A TO  | TJILATJAP  | Brit. etr.   |                | V. McClyonmt-Lidde   | JARDINE, MATHESON & Co., LD  | On 12th inst., at 4 P.M.   |
|     | JAPAN<br>TIENTSIN VIA SWATOW WEIHAIWEI & CHER  | OO CHEONGSHING   | Triban and the second s | 1 m.           | Hooker   | HAMMERAINID OF SATER   |  |
|     | TIENTSIN VIA STENTSIN  | HUICHOW  | Brit. str.   |                |  | HAMRURG-AMERIKA LINIS  | On 20th inst.  |
| ļ   |  |  | Ger. str.  | k. W.          | Bach   | NIPPON YUSEN KAISHA  | To-morrow,   |
| ĺ   | - 3 4 5 6 3 5 6 1 T  | BOMBAY MARU  | Jap. str.  | -              | J. Teranaka  | P. & O. B. N. Co   | On 8th inst., at D'light   |
| 1   | SHANGHAI, MOJI & ROBE  |  | Brit, str.   | 0              | S. Baronam   | 4 71.  | About 14th inst.   |
| {   |  | ABCADIA  | Ger. ser.  |                | J. Randermann  |  | The second of th |
| 1   | TORONA MACAGART KORE & TURUNA  | MA YORCK   | 4 1  |                | C. D. Goldsmith, R.M.  | 72   P 32 (), 38, 34, CO <sub>2</sub> 44, 544 50   |  |
| Ţ   | SHANGHAI, MOJI KOBE & YOROHAMA   | SIMLA  | Brit. str.   | 3 3 4          |  | "I DIOS WILL & CO. TUD   | O- 10th land   |
| 1   | SHANGHAL MUSICATIONA TORE & MOIT   | NIPPON   | Bwed. str.   |                | Downsting  | DIMBURAL AMERIKA LINIS   | On The Think   |
| 1   | CONTRACTOR OF THE VEHICLE OF A STREET OF THE VEHICLE OF THE VEHICL | STEATE   | Ger. str.  | k, w           | Porzelius  | P & O. S. N. Co  | About 22nd inst.   |
| ٠,  |  | PALEBMO  | I Breath about   |                | J.B. Fergusen  | JAVA-CHINA-JAPAN LIJN  | Quick despatch   |
| 1   |  | PALEBMO  | Dat ste  | 10.0           | 1 Tr Francis   | AND CHIMA WATER  | On 11th inst., at 10 A.M   |
| 1   | SHANGHAI MOJI. RODE & LOV  | TJITARCEM  |  | 0.00           |  | OSAKA SHOSEN KAISHA  | Tomorrow, at 10 A.M.   |
| į   | SHANGHAI<br>TAMSUI VIA SWATOW & AMOY   | DAIJIN MARU  | Ten Man  |                |  | I THERE DECOMES ASSESSMENT THE   | To-day, at 11 A.M.   |
| . 1 | TAMSUI VIA SWATOW & AMOY   | CHOSHUN MARU   | Jap. str.  |                | J. S. Boach  | DOUGLAS LAPRAIR & CO   | Tourself and an entire.  |
| 1   | FOOCHOW VIA SWATOW   | HAITAN   | Brit. str.   |                | J. D. Donner   | . I the same and T. I then I'm & I'm.  | On 9th inst., at 11 A.M.   |
| Ţ   | CW ATOW. AMOY & FOUCHOW  | II ETOTITUG  | Brit. str.   | 2 b.           | W. C. Passmore   |  | TO-THULEDRY OF TA WINE   |
| 4   | SWATOW, AMOY & FOOCHOW   | I. HAJCHIMY III  | Brit, str.   | 1 m.           | H. Mathias   |  | To-day, at 4 P.M.  |
| 1   | TO TO TO THE TOTAL OF THE TOTAL | SUNGKIANG  | Brit. str.   |                | Pennofather  | BUTTERFIELD & SWIRE  | On 10th inst. at 2 P.M.  |
| Į   | HAIPHONG MANILA. CEBU & ILOILO   | TAMING   | Date star  | ***            | TO TE TOOMS  | I TARRING MATHEMON OF COURSE   | On 10th inst., at 4 P.M.   |
| 1   | MANILA, CLEU & ILCLIO  | YUENBANG   | Brit. str.   | 1              | Mr. C. Coulth  | SHEWAN, TOMES & CO   | The state of the s |
| Į   | MANTIA 10 10 11 11 22 A  | 7 A TOTAL  | Serie Bore   |                | G Charles  | HOTOWAN, TOMES & CV (** )**  |  |
| 1   | MANITA. CEBU & IBOLA   | 7 Percer   | Am. Str.   | -11            |  | JARDINE, MATHESON & Co., LI  |  |
| Í   | WANTLA CEBU & ILOILO   | TATA WAS A SECOND COMMON COMMO | Brit. str.   |                | Weigall  | MESCHERS & CO  | End of June.   |
| ij  | MANILA CEBU & ILOILO SANDARAN  | HAUSANG III  | Ger. str.  | 1              | F. Sembill   | MELCHERS & Co  |  |
| 1   | SANDAKAN<br>KUDAT & SANDAKAN   | HOENEO   | Tan of   |                | TT BLANKSTON   | I NIPPON LUBBN SEALORA, III.   | - 17 1 A A A A A A B B B B B B B B B B B B B   |
| ۱.  | KUDAT & BANDARA POPE & COLOMRO   | HARATA MARU  | AND ARM MAY  |                | TO THE STREET  | I TIATTO SERBUIDO & COUL MADE  |  |
|     |  |  | Brit. str.   |                | Paleita  | CARLOWITZ & US   | Attes Off Lace Willer to a mineral   |
|     | BOMBAY VIA SINGAPORE & CALCUTTA SINGAPORE, PENANG & CALCUTTA   | ISCHTA   | Ital, str.   |                | THE COME TO SEE  | JARDINE, MATHESON & Co., L.  |  |
|     |  |  | The second second second   |                | W. G. G. Leask   | Management & Co.   | To-morrow, at Noon.  |
| اج  | SINGAPORE, PENANG & CALCUTTA   | D.UMBARG   |  |                | Ph. Obenauer   | MELCHERS & Co  |  |
| ,   | SINGAPORE, PENANG & CALCURE SAID & EUR SINGAPORE, COLOMBO, SUEZ, PORT SAID & EUR   | OPE GNEISENAU  | Dut. str.  | 1              | Van D. Jalink  | JAVA-CHINA-JAPAN LIJN  |  |
|     | SINGAPULE, COLORED DAMARANA LA   | Tjiliwone  | PARA MEL   | ***            | A. D. A. B. B. A. B. B. A. B. B. A. B. B. A. B.  |  |  |
|     | BATAVIA, CHERIEON, SAMARANG, &c  |  | a 1. Y   |                |  |  |  |
| 0   |  | Yes I want to an in-   | The second   | 4 4            |  |  |  |
| 7   | 1  | the state of the s |  | Ţ              | the state of the s |  |  |

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Negusuki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

| From Hongkong.  | From                             | Quebec.              |
|---|----------------------------------|----------------------|
| OT CITIZA " SAR                                       | 10th June "ALLAN LINE"           | FRIDAY, 7th July     |
| "MONTEAGLE THOTA" BAT                                 | 1st July   "EMPRESS OF LEGE      | LAND"FRI., 28th July |
| A STREET TO TO TO SEE FIRST OF THE TANK IN THE PARTY. | THE PERSON NAMED TO BE ASSESSED. | ITAIN"FRI., 8th Sept |
| "EMPRESS OF CHINA" SAT., "EMPRESS OF INDIA" SAT.,     | 2nd Sept. ALLEN LINE             |                      |
|   | TONGKONG                         | at 5 P.M.            |

"Monteagle" THE Quickest route to CANADA, UNITED STATES and EUROPE, salling of SHANGHAL NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Marconi Wireless apparatus, Intermediate on Steamers

First Class rate to London includes cost of Meals and Berth in Sleeping Car while and 1st Class Railway ... crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Prays, opposite Blake Pier.

### FRANCAIS EST MESSAGERIES MARITIMES, AGENTS.

Capt. E. de Catalano.

s.s. "SI-KIANG." BETWEEN HONGKONG AND HAIPHONG MAIL LINE (YIA KWANG CHOW WANG).

Fortnightly Service in 58 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M. Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passagee and Freight, apply to P. THOMAS M.M. Co.'s AGENT.

# CANADIAN PACIFIC RAILWAY CO.'S PORTLAND & ASIATIC S.S.

IN CONNECTION WITH

## OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

CAPTAIN ... Christen Smith ... On 20th June, Noon. STEAMBHIP "HENRIK IBSEN' Racin Wilhelmse ... On 30th June, Noon. Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

KING'S BUILDING, (Opposite Rinks Pier).

FRED J. HALTON, AGENT.

## BREMEN IMPERIAL GERMAN MAIL LINES.

| 708   | STRAMERS TONS                            | TO SAIL.                          |
|---|--|-----------------------------------|
| BINGAPORE, COLOMBO, SUEZ, PORT SAID, NAPLES, GENOA, BOUTHAMPTON, ANTWERP and    | "GNEISENAU" Capt. PH. OBENAUEE, 16,000   | {Wed'day, 7th<br>June, at Noo     |
| HAMBURG SHANGHAI, NAGASAKI, KOBE) and YOKOHAMA                                  | "YORCK," 17,000 Capt. J. BANDERMANN,     |                                   |
| MANILA, YAP, MARONN, SAMA-<br>RAI, NEWGUINFA, BRISBANE,<br>SYDNEY and MELBOURNE | "COBLENZ," Capt. L. KLUGKIST, 6,750      | Saturday, 17th<br>June, at D'ligh |
| KOBE and YOKOHAMA   | "PRINZ WALDEWAR," Capt. F. ISECKE, 6,100 | About 27th June.                  |
|   | "BORNEO" 5,050<br>Capt. F. SEMBILL       | End of June.                      |

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken. For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd June, 1911

SAILING DATE FOR

CAPTAIN STEAMSHIP 4000 M. C. Smith ... | Manila, Cebu & Iloilo | On 10th June, 4 P.M. 4000 | S. Crosby ... | Manila, Cebu & Iloilo | On 20th June, 4 P.M. TOMS ZAFIRO

SHEWAN. TOMES & Co., General Managers. For Freight or Passage, apply to PHILIPPINES S.S. Co. Hongkong, 31st May, 1911

#### VESSELS ON THE BEBTH

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

### KUMERIC."

FROM HONGKONG,

TO-DAY (TUESDAY), THE 6TH JUNE To be followed by the Steamer LUCERIC ... 30th June.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight

rates, apply to CANADIAN PACIFIC RAILWAY Co.,

Hongkong. Hongkong, 27th May, 191 [753

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

ARRATOON APCAR," Captain G. F. Hudson, will be despatched for the above Ports on SATURDAY, the 10th inst., at 4 P.M.

For Freight or Passage, apply to DAVID SASSOUN & Co., Ltd., Hongkong, 2nd June, 1911.

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY,

VIA SINGAPORE AND PENANG. Having connection with Company's Mail

Steamers to PORT SAID, MESSINA. NAPLES, LEGHOBN and GENOA, also VENICE and TRIESTE, all MEDITER-BANKAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS UP to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCHLONA. VALENZA, ALICANTE, ALMERIA . AND

HE Steamship

Captain Belsito, will be despatched as above on TUESDAY, the 13th June, at Noon. For further particulars regarding Freight and Passage, apply to

MALAGA.)

CARLOWITZ & Co., Hongkong, 31st May, 1911.

HONGKONG-NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL (With Liberty to call at the Malabar Coast.) (On or about 21st

CASTLE." { June.
For freight and further information apply to-SHEWAN, TOMES & Co.. General Agents,

Hongkong, 30th May, 1911.

SPECIAL WHISKY CHEMIA BLE WHISKY SPECIAL SHIPPERS

Butler, Palmer & Go., London. AGENTS

SSEN & CO., HONGKONG,

BAILING DATES.

June, at Daylight

(WED'DAY, 7th

(WED'DAY, 14th

WED'DAY, 21st

SATURDAY, 17th

June, from Kons

(TUESDAY, 20th

(TUESDAY, 18th

June at Noon.

July, at Noon.

7,000 . June, at 4 P.M.

7.000 \ July, at 4 P.M.

(FRIDAY, 9th

(FRIDAY, 7th

WED'DAY, 7th

WED'DAY, 7th

(THURSDAY, 8th

5,000 June.

7,000

June, at Noon

June, at 11 A.M

JTUESDAY, 13tb

7,000 \ June, A.M.

REMARKS TO BAIL STEAMMES LONDON VIA USUAL PORTS DELHI ...... Noon, 10th | See Special Copt. H. S. Bradshaw ..... June J Advertisement. LONDON and ANTWERP "IA SINGAPORE, PE- (NILE ...... About 15th | Freight and NING, COLOMBO. PORT ( Capt. E. F. Daldy, R.N.R.) SAID and MARSEILLES) SHANGHAI, MOJI, KOBELSIMLA ...... About 15th | Freight and YOKOHAMA ..... Capt. J. B. Fergusson ..... } For Further Particulars apply to E. A. REWETT. Hongkong, 6th June, 1911.

## CHINA NAVIGATION

SAILINGS SUBJECT TO ALTERATION

STEAMERS MANILA, CEBU and ILOILO ...... "TAMING" ...... On 6th June, 4 P.M. "SUNGKIANG" On 7th June, 10 A.M. WEIHAIWEI and TIENTSIN "HUICHOW" On 12th June, 4 P.M. DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL." AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," l'asmanian Ports. Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Dock, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommoda-

tion, Electric Light throughout and Electric Fans in the State-rooms and Diving Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtaze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosang.

FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to -Hongkong, 3rd June, 1911

TELEPHONE 36 BUTTERFIELD & SWIRE. AGENTS.

#### LINIE HAMBURG-AMERIKA

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

TO MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TYAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean

Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

-POR SUNGHAL, KOBE & YOHOHAMA

S.S. SILVIA ... ... 19th June. S.S. HELLAS ... ... 20th June S.S. SPEZIA ... ... lst July S.S. SILESIA ... ... 12th July S.S. PREUSSEN ... 28th July S.S. ALESIA ... 9th Aug.

For Further Particulars, apply to-

FOR HAYRE, BREMEN & HAMBURG: S.S. FREIENFELS FOR MARSHILLES, HAVER & HAMBURG: S.S. SCANDIA ... 23rd June. FOR BOTTEBDAM, HAMBURG& ANTWERP: S.S. SITHONIA ... 26th June FOR HATER & HAMBURG : B.B. BLAVONIA ... 8th July FOR ROTTERDAM & HAMBURG :

S.S. ARCADIA

HOMEWARD.

... 6th June

FOR ROTTERDAM, HAMBURG & ARTWERP:

S.S. BRASILIA ... 9th July HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd May, 1911

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

1GHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

#### FOR FOOCHOW SWATOW. AND RETURN.

(Occupying 9 to 10 Days). CAPTAIN STRAMBHIPS

LEAVING. 6th June, at 11 A.M. TUESDAY, Capt. J. S. Rosch... " BAITAN" 9th June, at 11 A.M. Capt. W. C. Passmore... FRIDAY, HAICHING"

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGER

Hongkong, 31st May, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION:) STRAMERS.

\* TIENTSIN VIA SWATOW WEI- | "CHEONGSHING" Tuesday 6th June, Noon. HAIWEL & CHEFOO ... Wed'day, 7th June, Noon. "MANILA "YUENSANG" .. Saturday, 10th June, 2 P.M. "MAUSANG" .. Thursday, 15th June, Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS). The Steamers "Kursang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkon 7.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtone Ports, Tsington, Weihaiwei, Chefco

Tientsin & Newchwang. I Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Twao Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hoogkong, 3rd June, 1911.

## KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION DATE OF SAILING. CAPTAIN STRAMBE CHIYO MARU ... 21,000 ... W. W. Greene ... FRIDAY, June, 30th, 1 P.M July 21st, 1 P.M · AMERICA MARU ... 11,000 ... A. G. Stevens ... FRIDAY, . † TENYO MARU ... 21,000 ... E. Bent ... FRIDAY, July 28th, 1 P.M Aug. 18th, 1 P.M. NIPPON MARU ... 11,000 ... H. S. Smith ... FRIDAY, . Twin Screws. + Triple Screws, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices. THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KE ELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA AND HONOLULU, on FRIDAY, 30th June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO) Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DATE OF SAILING. CAPTAIN STEAMER HONGKONG MARU KIYO MARU... BUYO MARU

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO. HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO AND CORONEL on SATURDAY, 17th June, at 1 P.M.

£ 45-0-0, Single TO SAN FRANCISCO ... ... 60-0-0, " NEW YORK ... £ 71-10-0, " .. LONDON ... ... £ 120-0-0, Return 6 Months £ 125-0-0, , 24 Yen, 420.00, Single SALINA CRUZ or MANZANILLO Yen. 570.00, ...

families when travelling at their own expense;—
TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic,

ment of China and Japan. TO CANADIAN AND UNITED STATES POINTS :- Commissioned Officers of

(These concessions apply to San Francisco Line Only). These magnificent steamers are most up-to-date and luxurious in every way. Excellent

Triple Screws. Record Speed 211 knots. Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER, King's Building (Opposite Blake Pier).

#### KAISHA. SHOSEN OSAKA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

## TRANS-PACIFIC SERVICE.



THE CHICAGO, MILWAUREE AND PUGET SOUND RAILWAY THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

Connecting at TACOMA with

| <br>FOR  | STEAMERS    | (Gross reg.)   |  |
|--|-------------|----------------|--|
| VICTORIA, B.C. &TACOMA<br>VIA KEELUNG, NAGASARI,<br>KOBE YOKKAICHI, SHMIDZU<br>and YOKOHAMA        |             | 6,182<br>6,182 | TUESDAY, 13th June, at 11 A.M. WED'DAY, 12th July, at 11 A.M.          |
| VICTORIA, B.C. & TACOMA<br>VIA KEELUNG, SHANGHAI<br>MOJI, KOBE, YOKKAICHI<br>SHIMIDZU AND YOKOHAMA | GANADA MARE | 6,061<br>6,063 | TUESDAY, 27th<br>June, at 11 A.M.<br>TUESDAY, 25th<br>July, at 11 A.M. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers Situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

| FOR                | STEAMBRS -     | LEAVES.                       |
|--------------------|----------------|-------------------------------|
| FOOCHOW VIA SWATOW | "CHOSHUN MARU" | WED'DAY, 7th June, at 10 A.M. |
| TAMSUI VIA SWATOW  | "DAIJIN MARU"  | SUNDAY, 11th May, at 10 A.M.  |

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of :-2ND CLASS \$29.90. 1ST CLASS \$45.50

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings S. HIROL, MANAGER

"The Beer That's Brewed to Suit The Climate"

BBBBR. Just Try It?

# NIPPONYUSENKAISHA

STEAMERS.

Capt. M. Hagino,

Capt. H. Petersen,

Cept. J. Richards.

Capt. S. Tominaga.

YAWATA MARU

TAMBA MARU

Capt. K. Noda,

Capt. J. Nagao.

NIKKO MARU

Capt. M. Yagi,

NIKKO MARU

Capt, J. Teneraka,

MIYASAKI MARU

Capt. M. Yagi,

and | BOMBAY MARU

Capt. T. Murai,

+ Calling at Djibouli.

HAKATA MARU

Capt. H. Nomura,

5 Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers ‡ Cargo only.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS PROM MONGRONG-FUBJECT TO ALTERATION.

TONE.

Capt. Wm. Thompsen, 9,000 1 June, at Daylight

DESTINATIONS.

KAGA MARU MARSEILLES, LONDON and PORE, PENANG, TKAWACHI MARU SUEZ and COLOMBO, ATSUTA MARU PORTSAID

SADO MARU

VICTORIA B.C. & SEATTLE VICTORIA, B.C. and [S INABA MARU SEATTLE, via KRELUNG, BHANGHAI, MOJI, KORE YOKKAICHI. SHIMIZU and YOKOHAMA ... SYDNEY and MELBOURNE, via MANILA, THURSDAY

ISLAND, TOWNSVILLE

NAGASARI, KOBE and

KOBE and YOKOHAMA ....

BOMBAY via SINGAPORE,

and COLOMBO ... ...

CHEAPEST

SHANGHAI, MOJI,

and BRISBANE

YOKOHAMA ...

KOBE ... ...

11,000 ... H. Hinokuma SATURDAY, June 17th, 1 P.M. 17,500 ... H. Nishi ... TUESDAY, Aug. 15th, 1 P.M. K. Hashimoto SATURDAY, Oct. 14th, 1 P.M.

FARES FROM HONGKONG.

" VALPARAISO ... ... ...

SPECIAL RATES (First Class Only) are granted to the undermentioned and their Consular or Civil Services located in Asia, European Officials in the Service of the Govern-

the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

cuisine and accommodation. "TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and

#### HONGKONG AND JAPAN PORTS. Commencing 1st June, ending 30th September, 1911.

BETWEEN

SPECIAL EXCURSION TICKETS (1st & 2nn CLASS) AVAILABLE FOR 3 MONTHS. Nagasaki Return. Yokehama Return, Kobe Return, Moji Return.

SUMMER

**\$90** \$100 \$110 \$120 1ST, CLASS \$50 \$ 60 70 \$80 \$

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to-

14-40

T. KUSUMOTO, MANAGER.

#### LINE MAIL

#### MAIL PACIFIC

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

(SUBJECT TO ALTERATION.) PROPOSED SAILING FROM HONGKONG. SATLING DATES Stramers FRIDAY. 9th June, at 1 P.M. 18,000 · SIBERIA 24th June, at 1 P.M. SATURDAY, 27,000 ...... \* MANCHURIA..... SATURDAY. 15th July, at I P.M. MONGOLIA..... 11th Aug., at 1 P.M. FRIDAY. · KOREA 26th Aug., st 1 P.W. FRIDAY. 8th Sept., at 1 PM. FRIDAY. \* MANCHUELA.... 30th Sept., at 1 P.M. SATURDAY, 28th Oct., at 1 P.M. \* KOREA ..... 18,000 ......

\* Twin Screws. All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States of China and Japan. Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Pates apply when travelling at their own expense and to their families. To all points a -Missionaries and their families.

## INTERMEDIATE SERVICE.

CHINA..... 10,200 Tons ..... FRIDAY, 16th June, at 1 P.M. 7th July, at 1 P.M. FRIDAY, PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 1 P.M. THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGA-BAKI, KOBE, YOKOHAMA AND HONOLULU, on FRIDAY, 16th June, at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS. SALOON SERVICE is furnished at Intermediate Rates. FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 243. HONGKONG TO SAN FRANCISCO Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies,

KING'S BUILDING (opposite Blake Pier). FRED J. HALTON,

VESSELS PASSED ANJER.

May 3, Dutch str. Billiton, from Amsterdam for Batavia. May 13, Dutch sir. Goentoer, Le Clercy, April 8, from Rotterdam fer Batavia.

May 18, German str. Hamburg, Müller, from Hamburg for Batavia. May 18, Dutch str. Banda, Prinze, May 18,

from Batavia for Amsterdam. May 19, British str. City of Durham, Boyek, from Mauritius for Manila,

from Batavia for Rotterdam.

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

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May 19, Dutch str. Bessike, Bunge, May 14, turn out the Best Printing at Reasonable Price

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EHRICH & GRAETZ,

BERLIN S. O. 36.

LAMPS

Saving in current 70%

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## BERLIN-GUBENER HUTFABRIK ACT.-GES. VORM. A. COHN GUBEN III.

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goût americain

Sole Representative for Hongkong and South China Hugo C.A. Fromm, Hongkong.

|        | - "   |                  |  |   |   |
|--------|-------|------------------|--|---|---|
|        | 4     |                  | 100                                    | • |   |
|        |       |                  |  |   |   |
| F1 (4) | -     | A THE SHOP       | ************************************** |   |   |
| 1.7    |       | OF DEPTHALE 3 BG | NOTICE                                 |   | 7 |
|        | N. F. | OTTION           | HOTION                                 | 7 | ' |

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Arcadia, with the English Mail, left Singapore on Saturday, the 3rd inst., at 7.00 a.m. ad may be expected here on or about Wednesday, the 7th instant, at 9 a.m. This packet brings

|     | FOR  | PER   | DATE   | Manila Metropole Hotel Limited<br>Hongkong Ice Company, Limited<br>Hongkong Rope Manufacturing Co., L  |
|-----|--|---|--|--|
|     | Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver, Scattle and Portland (Or:)   | Kumeric                                       | Tuesday, 6th, 10.00 A M  | The state of the s |
|     | Swatow, Amoy and Foochow<br>Swatow. Weihalwei, Chefoo and Tientsin   | Haitan<br>Cheongshing                         | Tuesday, 6th, 10.00 A M<br>Tuesday, 6th, 10.00 A M   |  |
| 1   |  |   | Tuesday, 6th,<br>Printed Matter and Sam-   | North-China Insurance Co., Limit<br>Union Insurance Society, Limited   |
|     | Eugore, &c., India via Tuticonia,<br>(Late Letters 11.00 A.M. to Noon, Extra )   |   | Registration 10.00 A m<br>(Registration, with late   | LANDS AND BUILDINGS  |
| i   | Postage 10 cents.) Letters posted in all the Pittar Boxes in time for the first clearance will be  | Nera  | fee of 10 cents up to<br>10.45 A.M.)   | Hongkong Land Invest. Agency Continued Humphreys' Estate and Finance Continued Kowloon Land and Building Co., I  |
|     | inculated in this contract mail.) Only correspondence superscribed French  |   | Registration, Kowlood<br>B.O 10.00 A M   | Shanghai Land Investment Co., Li   |
|     | Mail or s.s. Nera will be forwarded. The Mail to Europa, etc., will be forwarded per German Mail steamer Gnoisenau, on 7th   |   | No late file.<br>Letters 11.00 A M   | MINING.— SociétéFrançaise desCharb'ges du T Raub Australian Gold Mining Co.,   |
|     | Macao<br>Manila, Coba and Hoilo  |   | Tuesday, 6th, 1.15 P M<br>Tuesday, 6th, 3.00 P M   | Peak Tramways Co., Limited   |
| , . | Singapore, Penang and Colombo  | Kaga Maru                                     | Tuesday, 6th, 3.00 P M<br>Tuesday, 6th, 5.00 P M<br>Tuesday, 6th, 5.00 P M                                     | REFINERIES.— China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited   |
|     | Fort Bayard and Haiphong Haiphong Negasaki, Kobe and Yokohama Bingapore, Penang and Calcutta   | Sikiang<br>Sungkiang<br>Nikko Maru<br>Kumsang | Wednesday, 7th, 8.00 A M<br>Wednesday, 7th, 9.00 A M<br>Wednesday, 7th, 10.00 A M<br>Wednesday, 7th, 10.00 A M | STRANSHIP COMPANIES.—  China and Manila Steamship Co., I  Douglas Steamship Co., Lamited  Hongkong, Canton & Macao S.B. Co   |
|     |  | i i i i i i i i i i i i i i i i i i i         | Wednesday, 7th,<br>Printed Matter and Sam-   | Indo-China Steam Navigation Co.,   |
|     | MUROPE, &C., INDIA VIA TUTICORIN,  |   | ples 10.00 A M<br>Registration 10.00 A M   | Shell Transport & Trading Co., Lin   |
| 0   | (Late Letters 11.00 A.M. to 11.30 Extra   Postage 10 cents)  | dunian  | (Registration, with late   | Star Ferry Co. apany, Limited  |
|     | (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)   | Gnoisonau                                     | fee of 10 cents up to 10.45 A M Registration, Kowloon B.O 10.00 A M  | Steam Laundry Company, Limited Steam Laundry Company, Limited STORES AND DISPENSARIES.— Campbell, Moore & Co., Limited   |
|     | Масао  | Bui Tai                                       | No late fee. Letters 11.00 a M Wednesday, 7th, 1.15 a M  | Wm. Powell, Limited Watkins, Limited A. S. Watson & Co., Limited   |
|     | Macao  | Arcadia<br>Sui Tai                            | Wednesday, 7th, 5.00 P M<br>Thursday, 8th, 1.15 P M  | Weissmann, Limited<br>H. Price & Co., Ltd.   |
|     | Manila, Cehu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane,   |   |  | United Asbestos Oriental Agency, Limite  |
|     | Zealand, Dundin, Melbourne, Adelaide, Perth and Fremantle.   | Yawata Muru                                   | Friday. 9th, 10.00 A M   | Union Waterboat Co., Limited RUBBER.—  |
| 4   | And the second s |   | Friday, 9th, 10.00 A M   | Para Rubber in London , Loans. Amo   |
|     |  |   | Friday, 9th, Printed Matter, and Sam- ples 11.00 A M   | Cuinese Imperial 1885 11s. 76  |
|     | KEELUNG, SHANGHAI, NAGASAKL, KOBE,   |   | Registration 10.15 A M   | "OCD A MCO"  |
|     |  | Siberia                                       | (Registration with late<br>fee of 10 cents up to<br>11 00 A M)   | "OSRAMS"! "OS  |
|     |  |   | Registration, Kowlcon<br>B.O. 10.00 A M  | THE BEST METAL   |

No late fee Letters Noon EUROPE, &c., INDIA VIA TUTICORIN Saturday, 10th, (Late Letters 11.00 A.M. to Noon. Extra

Printed Mutter and Sam-Postage 10 cents.) ... 10.00 A.M (Supplementary mail on board up to the Registration ... 10.00 A M time fixed for departure of the mail. (Registration, with late Extra Postage 10 cents.) fee of 10 cents, up to (Letters posted in all the Pillar Boxes 10.45 A.M.) in time for the first clearance will be Registration, Kowloon included in this contract mail.) ... 10.00 а м The Parcel mail will be closed on Fri-No late fee. day, 9th June, at 5 p.m.... Letters ... 11.00 д м Manila, Cebu and Iloilo ... 10th, 1.00 P M

Manila, Cebu and Iloilo ...

Singapore, Penang and Calcutta

Saturday. Saturday, 10th, 3.00 P M Saturday, 10th, 3.00 P M Arratoon Apear Saturday, 10th,

Registration, Kowloon ... 3.00 P M Printed Matter and Sam-BHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) 4.00 P M Empress of China Registration ... 3.15 P M SIBERIAN MAIL TO EUROPE (Registration, with late fee of 10 cents, up to 4.00 P M)

#### COMMERCIAL.

EXCHANGE

-: 0 :--

CLOSING QUOTATIONS.

| June 2nd.                              |
|--|
| On London:-                            |
| Telegraphic Transfer                   |
| Bank Bills, on demand                  |
| Bank Bills, at 30 days' sight 1/915.   |
| Bank Bills, at 4 months' sight 1/97    |
| Credits, at 4 months' sight            |
| Documentary Bills 4 months sight 1/10  |
| OR PARIS:                              |
| Bank Bills, on demand                  |
| Credits, at 4 months' sight 233        |
| UN GERMANY:                            |
| On demand185                           |
| ON NEW YORK:-                          |
| Bank Bills, on demand                  |
| Credits, at 60 days' sight452          |
| ON BOWRAY                              |
| Telegraphic Transfer                   |
| Bang, on demand                        |
| ON CALCUTTA;                           |
| Telegraphic Transfer                   |
| Bank, on demand                        |
| ON BHANGHAI:-                          |
| Bank, at sight748                      |
| Private, 30 days' sight 751            |
| ON YOKOHAMA:—On demand883              |
| UN MANILA: Un demand Pesos 89          |
| ON SINGAPORE On demand 773             |
| ON BATAVIA : On demand 108#            |
| ON HAIPHONG:—On demand                 |
| ON SAIGON:—On demand                   |
| ON BANGKOK:—On demand 843              |
| Sovernigns, Bank's Buying Rate \$10.95 |
| GOLD LEAF, 100 fine, per tael\$57.20   |
| BAR SHYER, per on                      |
|  |
| SUBSIDIARY COINS.                      |

Chinese .....10 Hongkong ... 20 .....\$7.00 Hongkong ...10

20,000 40,000

60,000 50,000 10,000

55,700

36,000

400,000

60,000

60,000 15,000

10,000

12,000

50,000

150,000 6,000 78,000 12,500

16,000

\$160

200,000

30,000 20,000 80,000 60,000 pref. 60,000 def.

2,500,000

10,000

20,000

100 fders

Tis. 50

Tls. 100

all Tis. 20.

\$6 \$201, buyers

\$48, sellers

\$54, buyers \$72, buyers Tls. 60.

Tis. 87, sales

\$3.15, buyers

\$5, sellers

\$11, sellers

\$185, sellers

\$17, buyers

\$7 \$7½, buyers

\$50 \$175, buyers

\$20 \$118, buyers

\$50 \$325, buyers £5 Tis.155, buyers \$100 \$815.

\$94, sellers

\$25, buyers

\$6, sales

Tls. 94. \$47, sales

\$1, bayers

\$5, buyers

\$10½, buyers

\$31, buyers

89/6 sellers

\$6 , sellers

\$9, buyers

\$3, buyers

\$3, sellers

\$5, buyers

\$12, buyers

812, buyers

\$300.

3/11 per lb., quiet

all

-68. sel. { L'don... £6.10/-

§ \$244, ox div.

1 \$151, x div.

\$85.

200 \$190, buyers

DANKS,-

Dairy Farm Company, Limited Docks AND WHARVES.

Green Island Coment Co., Limited ....

Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited

Hongkong Ice Company, Limited Hongkong Rope Manufacturing Co., Linited H'kong& South China Steam Fisheries Co., Ld.

Canton Insurance Office Co., Limited

China Traders Insurance Co., Limited...

Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited ...

Union Insurance Society, Limited Yangteze Insurance Association, Limited

Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. Shanghai Land Investment Co., Limited

SociétéFrançaise desCharb'ges du Tonkin

Raub Australian Gold Mining Co., Ld.,

United Asbestos Oriental Agency, Limited,

China and Manila Steamship Co., Ld. ...

Hongkong, Canton & Macao S.B. Co., Ld.

Indo-China Steam Navigation Co., Ld

Shell Transport & Trading Co., Limited.

China Fire Insurance Co., Limited

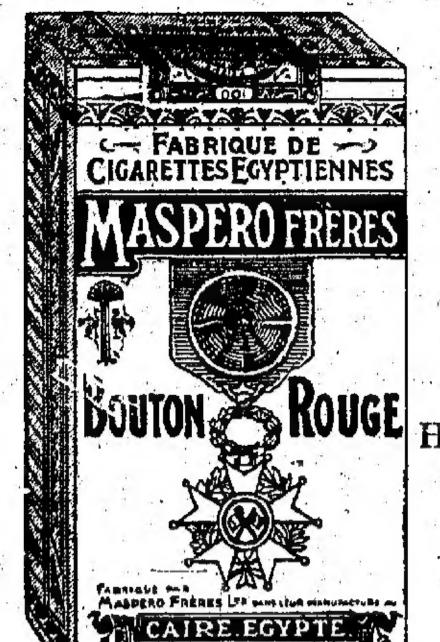
Fenwick & Co., Limited

H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampoa Dock Co., Ld. New Amoy Dock Co., Limited

Shanghai Dock and Engineering Co., Ld. Shanghai and Hongkew Wharf Co., Ld.,

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



LUXURY TO THE MAN OF TASTE

IN 50's & 100's

HERMETICALLYSEALEDBOXES

AT \$4.20 AND \$2.80 PER 100

ALL TOBACCONISTS.



#### SHARE LIST.—QUOTATIONS. Hongkong, June 2nd, 1911. CLOSING QUOTA STOCKS. VALUE, PAID UP THE NESTLE & ANGLO-SWISS SHARES. TIONS CASH. \$890, sellers 120,000 Hongkong & Shanghai Bank Corporation 99,925 60,000 50,000 50,000 200,000 CONDENSED MILK CO. £6 \$80, buyers all \$9. National Bank of China, Limited China Borneo Company, Limited ... \$1.15, buyers China Light and Power Company, Limited. CHAM (SWITZERLAND) AND LONDON. \$61, buyers China Provident, Loan & Mortgage Co., Ld. COTTON MILLS,-20,000 125,000 10,000 8,000 Tls. 50 Ewo Cotton Spin'g. & Weaving Co., Ld. Hongkong Cotton Spinning Co., Ld. International Cotton Manufing Co., Ld. Laou-Kung-Mow C. Spin & Weav.Co., Ld Soy Chee Cotton Spinning Co., Limited Another Famous Product of the above 84, sales & buy. Tls. 471. Tie. 75 Tis. 100 Tls. 57. STERILIZED

QUARANTEED FULL CREAM.

TRADE MARK.

LARGEST SALE IN THE

WORLD.

\$9.00 ..... Per Case of 4 Dez. Tins. ON SALE AT-LANE, CRAWFORD & CO
KWAN TYE, Queen's Road Central.
CHEONG TYE, Queen's Road Central.
MAN YUEN, Queen's Road Central.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY.
11, Caine Road.

20 Cents Per Tin.

\$2.30 .....Per Doz. Tins.

NATURAL MILK.

A trial of which will satisfy you of its

EXCELLENCE.

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CONNOISSEUR'S

THE

BRAND.

## H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL,

HONGKONG.

Tis. 250 | 7% p. annum | Par. VERNON x SMYTH. Share-Brokers. Saturday, 24th June-Extraordinary General 'OSRAMS"

Quotation.

'OSRAMS"! THE BEST METALLIC FILAMENT LAMP MADE.

114. 767,200

PRICES REDUCED FROM 1ST JUNE.

The "OSRAM" Lamp, notwithstanding numerous cheap imitations and other Foreign-made Metallic Lamps, holds its own and commands a higher price on its merits, which are:-

1st PAYING its own cost in 150 hours burning by the reduction in Electric Light bills.

2nd LONG LIFE, the average being 3,000 hours without blackening or taking more current,

Ordinary Carbon Lamp. SOLE RETAIL AGENTS FOR HONGKONG AND SOUTH CHINAS

## WILLIAM C JACK & CO. LTD.

14, DES VŒUX ROAD CENTEAL. TRLEPHONE 358.

being 1 Watt per Candle-power as against 4 Watts for the

FORTHCOMING EVENTS. Monday, 12th June-Auction of Orown Land at Kennedy Road, by Public Works Dept.

Meeting of the National Bank of China, Ld., 12.30 P.M.

ON SALE.

THE FIFTY Y ARS ANGLO-CHINESE CALENDAR 日歷英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBES 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE SOTH YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH.

On Sale at the "Hongkong Daily Press' OFFICE, or Agents in all the Ports of the ar East. F The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

OPIUM. -- : 0:---May 16th. Quotations are :-Malwa New Malwa V. Old ... \$2,420/2,450 Persian fine quality Persian extra fine ... Patns New ... Patna Old Benares New ... \$2,375

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